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THE

Railway Conductors'

Monthly.

VOLUME III.

1886.

CHICAGO, ILL.

RAILWAY CONDUCTORS' MONTHLY.

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Volume III.

CHICAGO, ILL., JANUARY 1, 1886.

No. I.

PLENTY OF HEROES.

Nathan D. Urner in the *ELMIRA TELEGRAM*.

Only a newspaper item,
Such as most of us read without fear
Or the cheek growing pale—a smash-up by rail,
And the death of the engineer;
But still with a single phrase closing:
Pulse quickening, and thrilling for most
With no thought in his brain but for those in the train,
Bravely he died at his post.”

Only another, describing
A paymaster holding at bay
A wild robber crew, till shot through and through,
On his treasure-chest, murdered, he lay;
But still with that chivalrous flavor
Of a trust guarded well to the death,
That gives such a start to the generous heart,
And is read with a swift-taken breath.

Then columns on columns full-freighted
With the obsequies, solemn and grand,
Of a soldier renowned, and with fresh laurels crowned,
O'er the breadth of our glorious land;
Whose career none the less but exceeded,
In scope and degree, the mute host
Of those heroes scarce known on life's battlefield shown
Who have died, furnace-tried, at their post.

And 'twas one of that great man's admissions,
Made over and over again,
That the true hero stuff is abundant enough,
Though obscured, in the masses of men:

For "there's always a plenty of heroes,"
 He one day observed to a friend,
 "Who lack but the chance of perverse circumstance
 To shine with the best in the end."

Then a pæan upraise to the valiant
 And faithful, of commonplace strife,
 For akin with the best who survive the world's test,
 Are the every day heroes of life;
 And be this on each tablet engraven,
 Of such as no muster roll boast:
 "Large praise is his due, to his trust he was true,
 He was great, for he died at his post!"

REMINISCENCES OF TRAVEL.

For the MONTHLY.

Five hours of waiting in the depot of a little dull country town is not an enlivening prospect, but "fortune favors the brave." We had a visitor. He was tall, lank, and sallow. Fever and ague was written all over him; from his overgrown boots and ill-fitting clothes, to the wilted hat that covered his unkempt hair. He took his stand near the stove, and gazed at us in wide-eyed and open-mouthed wonder. After satisfying his curiosity, he drawled out: "The Buckeye Broadaxe lives yer." "Who is the Buckeye Broadaxe?" queried we of the gentleman. The fellow was evidently astonished at our ignorance, and could only ejaculate. "Hey!" with a long drawn rising inflection. We learned afterward that the Buckeye Broadaxe was an eccentric Methodist clergyman, an enthusiastic advocate of the temperance cause, and a man of undoubted moral, as well as physical, courage; never hesitating to use knock-down arguments, if the necessities of the case required them, and his audience exhibited a belligerent spirit. As darkness began to inclose us, a great, brawny fellow came in, and began distributing some 4x6 bills, at the same time repeating a formula to the effect that, "The only true and original Dan Sickles' Puppet Show of the 'Babes in the Woods,' together with Miss Lucy, the Great Female Contortionist, formerly with Dan Rice's circus, and Herr something-or-other, the greatest living Magician, could be seen at the empty store on the next corner, for only ten cents." We held a council of war, and decided that,

as we were of an inquiring turn of mind, and ten cents was cheap for so much general information with an evening's entertainment thrown in, we would attend the show. To be sure, it was muddy; but we were not to be daunted; we had seen mud before. So to the show we waded. Our arrival swelled the rather slim attendance to about fifty, which in a room not more than 16x20 was a crowd. A small space at one end of the room was curtained off for a stage. The curtain rose—or rather sidled—away from the only true and original, etc. The puppets moved up and down, sawing the air with their arms, in the angular way peculiar to puppets, while a man and woman, with voices drawn out to the thinness and sharpness of a cambric needle, did the speaking. We saw the poor little orphans die of starvation in the woods, and be covered with leaves, by a robin considerably larger than the two children together. Saw the cruel uncle gnawed by the pangs of remorse, squeak out his dying breath, without a tear; indeed, I am afraid we laughed. At least, our nearest neighbor berated us rather sharply for our levity during such a "solemn scene," informing us at the same time, that it was intended as a warning to the wicked, not a joke to be laughed at, and that we'd have to die some time, then we'd see who'd laugh, etc., etc. After the "Babes," came the female contortionist. Her dress was unique, and deserves an entire page in a popular fashion magazine, but we'll be content with a few lines. Beginning at the floor, it consisted first, of a pair of heavy low shoes, known in the old times as buskins, white pantalettes reaching to her heels, allowed a narrow strip of grey stocking to be visible, a white dress, so short that the length of pantalette was astonishing, was decorated on the shoulders by something black, that resembled a Moorish jacket. A piece of white cambric two yards long was drawn across her forehead back just above the ears, and allowed to fall gracefully down her back, reaching nearly to the hem of her skirt, and entirely covering her head. Her scraggy arms were bare to the elbows. Her performance consisted in swaying her body backward and forward, till her head nearly touched the floor each way. Then followed the magician. He was dressed like a prize-fighter: A burnt cork moustache, the ends curled up on his cheeks like the little pig's tail in the nursery story, gave him quite a ferocious aspect. With much stamping, cat spitting, grinding of teeth, snorting, scowling, and stalking back and forth, he strung together several copper wire rings, then tossed them to the audience for any one to discover how the trick was done.

The performance concluded with a duet "By the Magician and Female Contortionist," in which the words "Yes, by thunder, no, by thunder," and "Shouldn't wonder," occurred so frequently we concluded that was its title.

Returning to the depot, we found we had nearly two hours still before us, were preparing to reproduce the evening's performance for the benefit of those who did not attend, when we were interrupted by the entrance of another passenger. He was short, fat and jolly looking, greeted us with a nod and broad grin, made some jocular remarks on the state of the weather and laughed immoderately, as he presented his feet for our inspection. After a few minutes' conversation, he introduced himself as the "Buckey, Broadaxe." We had heard enough about him to rouse our curiosity, and it required no great amount of perspicacity to see that he was a "character," and only needed a few leading questions to bring him out.

We soon had him started on his "experience" as a preacher and temperance lecturer. He related story after story of rough and tumble scenes, his sides shaking with suppressed merriment, while he kept us in a continual roar for nearly an hour. "Now let's have some music," he said; and finding a violin he began to play. First he gave us tunes of the Arkansaw Traveler style, then switched off on to an old-fashioned Methodist hymn, playing a droning sort of an accompaniment, while he sang with an unction that was truly delightful. The hymn was one of those interminable old time ones, with a refrain to every line. Several of those present were familiar with it, and joined in. After a few repetitions the others managed to "catch on," and we gave a rousing chorus. This pleased the old gentleman so much, he had to shake hands all round, remarking that he could be friends with any one who could sing good old Methodist hymns. So we passed the time till the whistle of the incoming train warned us to make ready for our departure. We bade adieu to Alliance, with pleasant memories of the evening spent there, and a tender spot in our hearts for that delightful old man, the Buckeye Broadaxe.

JOSEPHINE BRINKERHOFF.

A UNION OF CAPITAL

Arkansaw Traveler.

The general superintendent of an Arkansas railroad was sitting in his office, looking over a list of cows his trains had lately killed, when he

became aware that some one had entered the room. The visitor was what the negroes called a "lank pussun." His clothes were old and the cuffs of his shirt were fringed by much wear. He took off an old plug hat—the kind which we often find on the sidewalk, and which, after kicking it, we learn conceals a stone—placed the hat on the superintendent's desk, drew up a chair, sat down, and said:

"Well, how's business?"

The superintendent was almost stupefied by the stranger's audacious actions, but he managed to reply to the effect that business was improving.

"I am glad to hear it," the visitor said. "I predicted a revival of trade some time ago; not a boom, you understand, not an excessive rush, mind you, but a push which we shall all feel. I wish to say a few confidential words to you, and then it will behoove me to take my timely departure. Labor is organizing all over the country. What for? To down capital. What are we capitalists doing? Nothing. Now, don't you think that for self-protection there should be some understanding among capitalists? Don't you think that in this their hour of trial they ought to forget business rivalry and stand together upon a broad platform of defense, be gud, sir?"

UNANSWERABLE WISDOM.

He brought his hands together with a loud slap, and, tilting himself back in his chair, he placed his thumbs in the armholes of his faded and melancholy-looking vest, surveyed the general superintendent, who, half amused and half annoyed, replied:

"There is no doubt much sense in what you say."

"Sense! why, it's that unanswerable wisdom which events shove to the astonished lips of utterance. That argument, sir, which has for its foundation a plain and simple truth needs no preparation, and that is the kind of argument which I have just presented, be gud. Don't you think so?"

"It seems that way."

"Seems that way! Why, my dear man, it is that way."

"Pardon me for interrupting you, but will you please state your business?"

"Yes, without a moment's delay. I have come to ask if you are willing to join us and oppose the unreasonable demands of labor?"

"Whom do you represent?"

"I represent no particular individual, but I am speaking in the in-

terest of our great class, the capitalists of the United States. Will you join us?"

The superintendent, scarcely able to suppress a smile, replied that he was willing to be identified with a cause so laudable.

"Thank you, sir; thank you. I knew that when the matter was lucidly stated you would not hesitate."

"What business are you in?" the superintendent asked.

EX-EDITOR AND PROPRIETOR.

"I am not in any business at present, but until recently I was the editor and proprietor of the *Rockville Chronicle and Weekly Observer*. You have doubtless read the paper."

"Don't think that I ever saw it."

"Then you have certainly seen extracts from it, for as one of the New York papers remarked in giving it a deserved notice, its articles travel from the Atlantic to the Pacific."

"I believe I did see an extract from it," the superintendent replied, with an excusable departure from truth.

"Do you remember what paper it was in?" the visitor eagerly asked.

"No, I don't remember."

"Haven't got the paper lying around anywhere, eh?"

"No, I think not."

"Well, it makes no difference. Why, sir, the English press copied widely from me, and the London *Times*—blast it—took an article of mine, written on affairs in India, and ran it in on the editorial page as original."

"That was hardly fair."

"Fair? It was downright robbery. Since then I have been in favor of an international copyright law."

"Did you sell your paper?" the superintendent asked.

"Well, no. You see, the people around Rockville are very ignorant, so much so that, confidentially, you understand, I am ashamed of them. They suffered that bright sheet to go down. Having lived liberally, and having been much interested in charitable institutions, I very naturally contracted a few debts; and, sir, would you believe it, some people of that town, regardless of a literary man's sensibilities, crowded in upon me in the hour of my disaster, and demanded money? By the way, is your road in good condition?"

MADE MERE MENTION.

"Very fair."

"I am glad to hear it. By the way, before I forget it, I wish you would write me out a pass to—well, as far into Texas as your road reaches. Needn't be in a hurry, for I mentioned it to keep it from slipping me."

"I'll not be in a hurry," the superintendent replied. "We are not giving any passes this year."

"Is it possible that you are going to refuse me?"

"I am inclined to think it is."

"After I have given you my views about capital, views that required days and nights of profound thought?"

"Yes, that's about it."

"Will you please give me your name?"

The superintendent gave him a card.

"Thank you," said the visitor, as he arose and carefully placed the card in an old pocketbook. "If you are removed from this road, I hope you will not think that I acted from prejudice."

"I won't."

"Thank you. I shall start another paper pretty soon, and then—but no matter. Good-morning."

A USEFUL CONUNDRUM.

They were telling conundrums and paralyzing each other in great shape when Anderson held up his hand.

"I've got one," he said.

"What is it?" queried the crowd.

"When is an apple pie?"

He stopped and everybody looked at him, but he said nothing.

"Well," asked a man across the room, "go on. What did you stop there for?"

"Go on? Where? What for?" he asked.

"Why, go on with your darned old conundrum. When is an apple pie what?"

"That's what I said," he replied.

"Well, we know, but what is the conundrum?"

"When is an apple pie?"

"There ain't any sense to that," put in another fellow. "What's the rest of it?"

"There ain't any rest," persisted Anderson. "When is an apple pie?"

"When is an apple pie what?" yelled the crowd.

"Who said an apple pie was what?"

"You did."

"I didn't. I didn't say anything about an apple pie."

"You did," whooped up the crowd.

"I didn't."

"You did."

"I didn't, and any man says I did's a liar," and then the crowd piled down on top of Anderson, and when the police came in and rescued him, it took a half hour to explain that an apple was pie when it was dosed up with sugar and crust and things like any other pastry.

It smashed up the Conundrum Club, though, and the conundrum's usefulness is that far established.—*Ex.*

CHICAGO.

Written for the CONDUCTOR'S MONTHLY.

A little more than half a century passed, and still it seems a mystery
As one recounts thy rapid growth, all unsurpassed in history,
As if by magic power it came, yet real, as all will tell,
Who glory in thy prosperity, and live to wish thee well.

The first who found a home by proud Lake Michigan's shore,
Were fitted to fight life's battles well had fought them oft before.
Some living to-day who oft recount the trials of their early life,
The hopes and fears of long, long years, their sufferings, the manly strife,

Which tell of a noble, hardy race, breaking out from the old home nest,
Who with willing hands and braver hearts have builded the grand new West.
And this city stands with its monuments of energy, force, and will,
A tribute of man's self majesty, and the beauty of the artisan's skill.

And once, perhaps feeling too proud and grand, too earnest in every desire,
When the meteors of earth were thy home that night, glaciers of molten fire,
And a day and night which tried men's souls, yea, humbled caste and pride,
And the millionaire and the poor man wept together, side by side.

Ninety-eight thousand people then, without even a house or home,
 Nought but strong hearts and willing hands they could call their own;
 But the whole world opened its store-house then, humanity showed its hand,
 And gave new life to this stricken city, and the shipwrecked boat was manned

As never a vessel was manned before, and the sails were spread that day,
 And the anchor has never been cast since then. The river, the harbor, and bay
 And the grand old Lake, they all were left, the beacon light shineth so fair
 As it guided the lost and homeless ones from the heated, stifled air.

And the stranger who visits this city to-day seeking relics of water and fire,
 As he gazes above his vision is lost, for the roof, and the steeple, and spire
 Are the triumphs arisen from the ruins so soon, both a lesson to me and to you,
 What a country, a people, and a city like this, if they will it, can always do.

With her bands of steel lain everywhere, to the border of this broad land,
 And the center here as by magical will, like the fingers on either hand,
 While the North and West send all their wealth, while you have only to take
 Thy portion, then give the East what thou wilt, thou City by the Lake

But while being great, remember one thing which every city should,
 This one truism which lasts forever, true greatness is doing good;
 And while thy growth exceeds them all, strive hard to be the best,
 The Garden City of the World, as well as the great Northwest.

E. H. BELKNAP.

THROUGH MUCH TRIBULATION.

For The CONDUCTOR'S MONTHLY.

It is a singular but striking fact that everything great or good which this world has looked upon must, "through much tribulation," arrive at its state of completeness. Poverty and public opinion, and all the elements of nature must fight a man faithfully before he brings about any great inventions, or brings mankind to believe in any great discovery. The human mind seems to demand this opposition fairly to develop its powers. A young artist who was surrounded by many difficulties born of poverty, succeeded with very inferior materials in producing some beautiful works of genius, which came under the notice of a very wealthy patron of art. The young man was taken from his obscurity, supplied with every facility for his favorite pursuit, but in his new surroundings his skill departed. The struggle was what fed and sustained the power. As an old writer says, "Energy of mind, like strength of body, must be acquired by exercise, and

the consciousness of desert in encountering difficulties must be felt to enable us to accomplish every great work." There is no greater mistake than for a youth to imagine that genius does everything by a sudden act which costs him nothing. The genius of patient labor is the only true genius. All our great men have become so by fixing on some great object, fitting their whole being with a determination to achieve the project, and following it up through years of faithful toil. If a young man has not this sort of genius, nor the patience to acquire it, he may lay aside all hope of preferment. It is interesting to trace the course of all great inventions, and observe how the hosts of opposing influences set themselves in array to battle with the inventor, thus calling out every power and expedient for the inevitable contest. Such difficulties had "poor Jamie Watt" to encounter by the legion, from the day when the one idea of remedying the defects of Newcomen's crude steam engine entered his brain. He shut his whole nature to the task till, as he tells us, he "became quite barren to every other subject of research." First in order was the opposition which nature gave him. The remedy for the great defect in the machine he was studying, seemed to involve a paradox, and for long and toilsome months he beleaguered nature to find her "weak side," so he might take the proper advantage of it. At length, as he strolled along one evening in a green meadow on the banks of the beautiful Clyde, a brilliant thought flashed like a meteor across his brain. If he did not shout "Eureka!" and run like a madman through the streets, his desponding mind was certainly awakened to greater enthusiasm than it had known before. The idea of a condenser in a vessel, separate from the cylinder, was the new revelation that vanquished nature's opposition. Though it seems as simple as to make the egg stand on end "when once you know how," yet it required that long and patient thought and labor to develop it. At that day and on that velvet-green sward might well have been set up a milestone for the nations to mark their onward progress. What immense destinies were inclosed in the walls of that rude "tin cistern," with which he began his experiments! Little could his bright fancy conceive of the millions of giants with their myriads of working arms that should spring from the tiny fountain his brain had opened up. Put the faithful servant steam in harness, and that which all the fantastic creations of mythology could have accomplished, yoked to the work, he will effect with the precision of an intelligent thing. But now that one great difficulty had been overcome, another, quite as formidable, presented. Watt was by

nature the most diffident of men. As he tells us, he "would rather face a loaded cannon than settle an account or make a bargain." He was poor, also, and how could he push forward such an invention into practical service? Providence sent him in his hour of need a most excellent coadjutor in Mathew Bolton, a great manufacturer and man of capital, who entered into the work with heart and purse, partly, as he says "from a love of Watt, and partly from a money-getting, ingenious project." But as the allied forces sallied out with their scheme from the seclusion of the little workroom, and tried first of all to obtain protection for it by an act of Parliament, then the stupid old world, always standing in its own light, began a series of oppositions as powerful as they might have set on foot to break up a band of malefactors. Even Edmund, Burke the "last man," says one, "who ought to have put down the brake on the wheel of civilization," spake against the application. So fiercely was he assailed that poor Watt began to feel himself some plundering pro-consul, seeking immunity from his crime, instead of an inventor soliciting a reasonable protection for his ingenuity. But an overruling Hand would not permit the great work to die here, and at last an act was passed securing it to him for twenty-five years. Now he was at liberty to apply himself to the work of perfecting his machinery. But here he had an obstinacy greater than nature, sometimes, to overcome. With no perceptible cause, his machine would often stand stock still when bid to go. By time and patient toil, however, it was brought to excellent working order. Now came the difficulty of getting it introduced to practice. Some mines were waiting anxiously for it, that they might be enabled to dive deeper into the heart of the earth for her treasures. The demand for engines from them greatly encouraged the workers, but at Cornwall, the great field of profit, they were looked on with suspicion.

The inventor found that its "velocity, violence, magnitude and horrible noise" seemed to give more satisfaction than anything else, and they were not pleased with attempts to moderate its stroke—the giant must seem perfectly furious or they had no faith in its power. So greatly tormented was the poor inventor that he mentions "peace of mind and delivery from Cornwall," as his earnest prayer. To add to his troubles, the piratical cruisers which are ever on the alert for the valuable ideas of other men, pursued his inventions with wonderful ardor, and success and endless litigations were the result. But by all these the work grew, and persecutions made it still more famous. So if arduous labors required to bring the

wonderful invention through all the difficulties that threatened to crush it, the world has done justice to the name and fame of the inventor. His last years, too, were spent in peace and comfort, having thrown off the cares of business. No doubt fair and favoring surroundings from the beginning of his project would have been grateful to the spirit, but enervating to the powers of mind. The work would have become an elegant position instead of the serious, determined business of a lifetime. One winter's indulgence in the luxuries of Carnac did more to demoralize Hannibal's army than fifteen years' hard fighting with the brave armies of Rome. No doubt the world would never have listened to the story of the "immortal dreamer" but for those twelve years of dreary imprisonment in Bedford jail, where every means of usefulness seemed to be cut off. Yet being dead, he speaks by ten thousand voices in almost every tongue and every nation. It is wonderful to see the expedients which a man's ingenuity will devise. When stern necessity compels him to do or die, let him be placed at his wit's end for something with which to feed himself, or to satisfy the eager, grasping hands of little children clinging to his garments, and if he still will struggle on, no doubt some pathway will open before him—a narrow, winding foot path; it may be up the hill difficulty, but let him unswervingly follow it and it will lead him at length to a rich, fair upland, green with verdure, and rich with fruitage. Even in the forever famed and infamous Libby prison a young man found his resources not wholly cut off. While sharing its hospitalities he saved the bones from his morsel of beef, with his pocket-knife manufactured them into rings fashioned like carnelians, so common at that time. They found a ready sale, and he was able by this means to add enough to his rations to "keep off the wolf" till he was exchanged. This principle that applies to individuals is also true of communities; we need not to hastily conclude that there is no employment for a man or set of men. Not till the whole brain is aroused and every mental and bodily energy awakened by necessity, can you tell whether a man need be dependent upon your charity. An able-bodied laborer should not be too soon pauperized. Sometimes it is true, prompt relief is needful, but the more the poor are helped to help themselves, the more real the charity. Easy relief from public or private funds soon blunts the finer sensibilities and energies, and the object of our charity soon sinks down to a lower level than before. It is a sad fact that pauperism and intemperance go hand in hand. It seemed a dark hour indeed in the county of Nottingham in 1812, when

thousands of operatives were thrown out of good employment; whole districts were pauperized till the "poor rates" were quite insufficient to meet the demands. This set to work the busy brain of the proprietors of estates, and the workmen themselves. If the rates had been quite sufficient, no doubt both classes would have settled down indolently to wait for better times, the laborers becoming daily more degraded. A subscription of six thousand pounds was raised and the whole wisely invested in some simple manufacture by which the employed could earn the mere pittance of ten cents a day. But the work, poorly repaid as it was, saved the able laboring man from stagnation of mind and body, and at length some superior minds among them invented a machine for lace weaving, which was soon brought to a high degree of perfection, and from that invention sprang up a wide-spread industry, which raised the population from the depths of pauperism to comparative plenty. The supply of labor could not equal the demand, and even gentlemen's upper servants were induced to leave their situations and invest their time and savings in such a money-making employment. Some of the lace machines invented by these operatives were so valuable as to sell for a thousand pounds apiece. We are very apt to look on those engaged in such mechanical employment as almost a part of the machine they work with, yet no doubt there are as great minds by nature among them as in the pulpit and senate halls of our land. Emergencies sometimes draw them out from the common ranks, and the world looks on with wonder and admiration. But the great army plod on, thoughtfully and contentedly in the path their fathers trod before them, making the best of their surroundings. The world needs good and great minds in every honest calling, yet any young man may lawfully aspire to make as good and as high aspirations for himself as he is able. Do not feel because your home is an humble country one, and your hands toil-hardened that "all these things are against you." The world has called her great ones from the echoing aisles of the far back wood, or the humble bench of the mechanic; but rarely, if ever, from homes of frivolity. Daniel Webster was born in a log cabin and early inured to hard work. For many years Elihu Burritt was compelled to work at his anvil eight hours a day that he might have the means for pursuing his favorite intellectual pursuits after the day's toil was over. Some of Burns' most touching ballads were composed while following his plow. Everybody knows what a hard-working printer's lad Benjamin Franklin was, and to what a high position he finally rose,

and very many have, I doubt not, been stimulated and encouraged by his example to feel that they, too, might be and do something in the world. But too many miss the prize because they are not contented to rise as Franklin did—step by step. Take that for your watchword, young and old, Step by step. Set before you a high standard, and then resolutely advance toward it. A neglect of the duties which lie before you, next at hand, will just be so many steps in the opposite direction. Franklin was as faithful and valuable to his master in the printing office as he was to the country and the world as a statesman and a philosopher. Be on the lookout for opportunities of advancing your fortunes, and learn to seize the golden moment, for the same one can never return to you again. And there is nothing that will more effectually prevent your taking these important steps at the right moment than the habit of neglect of little daily duties. Remember that a host of opposing influences need not crush a lofty purpose, but only serve as a storm that drives a vessel faster to port. And what of individuals and communities has also been found in all ages to be true of nations. “Through much tribulation” has every onward step been taken, so let us take courage, feeling that the great struggle we are now passing through will write out for us a glorious page of advancement on the world’s tablets.

LADIES' LITERATURE.

WOMAN.

Ella Wheeler Wilcox in Exchange.

Give us that grand word "woman" once again,
And let's have done with "lady."

One's a term,
Full of fine force—strong, beautiful and firm,
Fit for the noblest use of tongue or pen—
And one's a word for lackeys.

One suggests
The mother, wife and sister; one the dame
Whose costly robe, mayhap, gave her that name.
One word upon its own strength leans and rests;
The other minces, tiptoe.

Who would be
The "perfect woman" must grow brave of heart
And broad of soul, to play her troubled part
Well in life's drama. While each day we see
The "perfect lady," skilled in what to do,
And what to say, grace in each tone and act
('Tis taught in schools, but needs serve native tact,)
Yet narrow is her mind as in her shoe.

Give the first place, then, to the nobler phrase,
And leave the lesser word for lesser praise.

A new sect has sprung up in Canada, whose doctrine is that women have no souls, because the Bible nowhere mentions women angels. The leader is a Frenchman.

If this is so, what a lamentable waste of time and talent there has been in art. Whoever saw the picture of an angel with a full beard, or mutton-chop whiskers, with the hair cropped à la mode?

The *Philadelphia Press* says: "Miss Laura Braden, Treasurer of the Washington & Waynesburg Railway, in this State, is the only female railroad official in the country. She is young and handsome, and presides over the pay car with dignity and nerve."

It is strange that there are not more female railway officials, since

they handle more trains than men, and know how to switch them around in great style. Miss Braden has but recently resigned her position.

—Over 3,000 women are employed in the railroad offices in Austria. They get from \$15 to \$30 a month. Nearly all of them are widows of men who have died in the railroad service.

—John Boyle O'Reilly says: "Women are better than men because they are spiritual, while men are intellectual. The spirit follows what is true, gentle and good; the intellectual follows only what is pleasant, successful, dominating, strong. If women could rule, civilization would be a poem."

NOT TO BE MISSED.

Burdette in Brooklyn Eagle.

Of all the absurd songs you ever heard is one just published in Boston, with the astonishing title, "You'll never miss your mother till she's gone." Well, of course not. With all of the love and reverence in the world for the mother, how in thunder could you miss her when she is right in the same room, talking to you? Such profound wisdom is enough to weary a wooden Indian. A mother may come a miss, but she doesn't remain one when she's a mother.

"Any number of ladies keep their check-books," said Cashier Osborn of the Merchants' Loan and Trust, "and check against their bank deposits for household and personal expenses, just as their husbands do in their business. It is very convenient for ladies to do this, as they can go shopping and make extensive purchases without bothering the stores or their husbands with bills, and without carrying currency around with them. Some ladies are given a regular allowance by their husbands, in some cases I know of, running as high as \$20,000 a year. The wife of one of our richest merchants takes entire charge of the household, the grounds, the stable, everything. She watches the domestic end of their affairs as closely as her husband does the business end. She issues her checks to pay the servants, the stablemen, the harness repairer, the carriage-maker, the grocer, the butcher, and everybody. She even takes charge of all home improvements, and pays the painter, the boss stone mason, the decorator, the carpenter, and so on. Such a woman is a great help to a man who

has many irons in the fire and a great business on his hands. Many men who are not wealthy make deposits to their wife's credit, and we handle their checks. In fact, there has been a sort of craze among Chicago ladies for bank accounts and check-books. It is a good thing, too."—*Chicago Herald*.

A bachelor, writing to the *Pall Mall Gazette*, thinks the best hour to judge of a woman is in the morning. "What is the most favorable time to see a woman in order to compose a character synopsis? Decidedly, I think, at breakfast and during the forenoon. As a general rule, if she looks well then she is in good health; if she dresses neatly, she is tidy, and if she is full of projects for a morning's work, and executes a reasonable number, she possesses mental activity and bodily energy. Beware of the young woman who complains of being cold in the morning, who looks sickly, who comes down late, who appears to have dressed hastily, who languishes a whole forenoon over a couple of letters to an absent sister or school-fellow. No matter how bright and animated she may appear further on, avoid her. Lead her not to suburban villa; engage no matrimonial apartments. She will not make a good wife. She will be a bore and a slattern."

ARE WOMEN FOOLS?

Helen Clark in *Woman's Journal*.

First.—Isabella of Spain comprehended and sympathized with the plans of Columbus, and aided him to accomplish his discoveries, therefore: "Women are fools. They cannot grasp great theories."

Second.—Caroline Herschel performed drudgeries of calculation to help her brother, and also made independent discoveries; hence: "Women are fools; they cannot have truly scientific bias."

Third.—Lucretia Mott preached the gospel of "liberty of the individual," bodily, mental, spiritual, to the last hour of her grandly courageous life; *ergo*, "Women are fools. They are bound by priestcraft and superstition."

Fourth.—Fanny Mendelssohn composed many of the works attributed to her brother Felix; so "Women are fools. They cannot grasp great musical principles." [N. B.—I think Fanny was a fool in this case not to take all the credit that belonged to her.]

Fifth.—Mrs. Stowe did more by her pen than any ten men by their speeches to abolish African slavery in this country, which proves that “Women are fools. They are not capable of judgment on great questions.”

Sixth.—Charlotte Bronte wrote an immortal novel while toiling in the kitchen at Haworth; hence: “Women are fools. They can only think of one thing at a time.”

Seventh.—Mrs. Roebling, during her husband's illness, carried on the stupendous calculations without which the Brooklyn bridge could not have been built. Evidently “Women are fools. They have no heads for the higher mathematics.”

Eighth.—Anna E. Carroll planned a vast campaign during the Civil War, which threw victories into the hands of our Northern generals, and virtually saved the Union; hence: “Women are fools. They have no military genius.”

Ninth.—Mary A. Livermore, in the same way, did priceless work at the head of the sanitary commission, thus showing that “Women are fools. They have no executive talent.”

Tenth.—Mrs. Frank Leslie paid off a \$50,000 debt in less than six months after assuming control of the great publishing business left by her husband; which makes it plain that “Women are fools. They have no financial ability.”—*Exchange*.

THE ENVELOPE OF BLUE.

BY SHERMAN D. RICHARDSON.

[In Rochester (N. Y.) Democrat and Chronicle.]

Yes, Mary, I am early home, my run was good and fast,
 But they have switched me off to-night—this trip will be my last.
 For thirty years I've labored hard and scarcely missed a day,
 The best of life and manhood given, until my hair is gray.
 And this is now what I receive for faithful service true—
 A letter of dismissal in an “Envelope of Blue.”
 I never had an accident since I upon the train
 Ran countless miles midwinter's snows and through the summers' rain.
 I guarded well their property—a watch dog day and night,
 My rule with them has always been “Do faithful what is right,”
 And then without a signal, that I know to me was due,

This letter of dismissal in an envelope of blue.
 No marble blocks or diamonds fine have ever woke their fears—
 I have never stole a penny of their money in these years.
 This little home so humble I have built up day by day,
 And I'll face down any "spotter" who would dare to tell me "Nay!"
 And a conscience true this evening, offsets what they can do
 With letters of dismissals in their envelopes of blue.
 Let soulless corporations rule us on with iron might,
 And move us round like chessmen now, regardless of the right.
 The day is coming, Mary, when they will bite the dust,
 When their stocks so bright and shining will be covered o'er with rust;
 And then they'll know a power above them ruleth bright and true
 That will give them their reward for these envelopes of blue.
 So, now, don't feel downhearted, wife, while I renew the fight;
 There's other fields of labor, and the hour is far from night.
 'Tis only a way station small where we can take the main—
 I think my "check" will bring to me a fast express again;
 And when we reach the terminus the Grand Paymaster true
 Will give us something better than an envelope of blue.

WOMAN.

Des Moines Register.

They talk about a woman's sphere,
 As though it had a limit.
 There's not a place in earth or heaven,
 There's not a task to mankind given,
 There's not a blessing or a woe,
 There's not a whispered yes or no,
 There's not a life, or death, or birth,
 That has a feather's weight of worth,
 Without a woman in it.

CONTEMPT OF COURT.

Boston Courier.

'Twas a case of attachment, the lawyer said,
 And he seemed not loth to tell
 When asked by a friend how the matter sped,
 That his suit was prospering well.

 Though young he argued his case with power,
 As soon as the writ was returned,

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And argued so long that the midnight hour
Oft came ere the "court" adjourned.

But her father came down and the case he closed,
By booting the youth one night,
And the latter declared such an act opposed
To legal procedure, quite.

And he said to the maid, as he rubbed his spine,
He would bring an action of tort,
And ask the judge to inflict a fine
On her pa for contempt of "court."

A woman will often forgive a man for smelling of tobacco or wink-flavored soda, but when he perfumes his mustache with the soulful essence of a basso profundo onion, she draws the line and hands him the mitten.—*Fall River Advance*.

"My back is almost broken with this weary, weary load," sings, or rather sighs, Lillian N. Cushman, in a recent poem. The latest bustles are a "weary, weary load," for a fact, and I admire Lillian's candor in acknowledging it publicly as she does.—*Brooklyn Times*.

CONSISTENCY, THY NAME IS NOT ALWAYS WOMAN.

He was always singing, "I would not live always," and yet it was noticed that he paid the doctors more money than any man in town, and wrapped up closer to avoid the cold, and was careful not to get his feet wet, and abstemious in his diet, besides being the first man to buy of a patent-medicine vender on the street, even when the money was not promised to be given back.—*Sidney (O.) Old Man*.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

WM. P. DANIELS, Editor.

CHATTANOOGA AND ITS SURROUNDINGS.

Written for the MONTHLY.

OCTOBER 28, 1885.

One year ago to-day, Bros. Wheaton, Daniels, Flack and Chase with their wives, and your humble servant with his better half, were taking a carriage drive beneath the branches of those beautiful elms overshadowing one of the principal streets in that quiet city of Portland, Me. And not one of us will ever forget the visit we paid that old-time place, nor the kindness and hospitality of that prince of conductors who, while performing his duties to his employers, still felt his labors but half well done until every one placed in his care was made to feel that they were his guests while under his charge. The Seventeenth Annual Session of the Order of Railway Conductors' Grand Division had just closed, and this little party were taking one day of pleasure, before returning to our homes and their various duties. And just one year has passed, and the labors of the Eighteenth Session are ended, and three carriages are standing in front of the Stanton House in this city. A moment later, and you see seated in the first Bros. Daniels and Chapman and their wives; in the second, Bro. Flack and wife, with Bros. Hamilton and Dubois, while in the third is one spare seat, because "there is luck in odd numbers, says Rory O'More."

Oh, how the rain poured down in Portland one year ago to-day! And this is nearly its counterpart. But Lookout Mountain must be visited, though the thick clouds and dense fog seem vying with each other in keeping the sun from giving us even one ray of light. We have crossed the valley, and now we ascend the rough and rugged mountain side, where the clouds must gather to give this scene its saddest, dreariest picture.

Twenty-two years ago that column of soldiers marched up this stony pathway; some to victory, some to death, and many, alas! to both. They saw all the beauties, all the grandeur, the woe and the misery of the

battle field. And to-day we are searching for some reminiscence, some relic of the times which tried men's souls, in the dark, sad days of America's grief and sadness. Oh, what a long, circuitous route to the top of the mountain. The road is muddy, the path so narrow, and the stones, of uncouth size and shape, were seemingly placed there by the hand of One who made this world, and called it blessed.

But finally, we are nearly at the top, and a house appears in sight. By its side a gate, and, standing at the entrance, a typical Southerner, who reaches forth his hand and receives the customary 25 cents from each occupant of the carriages. Then you are allowed to drive on, passing a few more old houses, very few of which are now occupied. A mile farther on a little hut is reached and a second gate, where a small levy is required. You are now within the last inclosure, and driving a few hundred yards, and so we have come to the Point of Rocks which, on a clear day, overlooks the beautiful Tennessee River. We alight, but what can we see away off to the vale of the Chickamauga? On one side there is nothing discernible, as the dense fog obscures everything. So away toward Mission Ridge, this is but a repetition of the same, and almost beneath our feet the Tennessee River, the fog so thick that even Bro. Coman's laugh could scarcely penetrate it were he here. We pick a few pebbles from out the hard and flint-like "umbrella rock." We find a grape shot here and there. But thousands have been here before us, and the grand old rocks and trees are all the mementoes that are left, save a few which are for sale in the curiosity shop, or one a driver may have procured to gull some one who seeks for relics of this battlefield. And 'mid the blinding rain, we descend the mountain at a far greater rate of speed than we could possibly attain in going up. Our driver speeds away to the spot where not the living but the dead mementoes will forever remain. Here the relics of broken hearts, of thousands of ruined homes, of widows' weeds, and fatherless children, of many a sigh and many a tear. Ten thousand graves, and their only epitaph the number of their regiment and the State from which they came. But even now, think you this the saddest story of war's desolation? Ah, no! Just a little farther along, and here is the sorrowful tale,—4,000 unknown. Unknown to all save Him who watches over that city of the dead. He who heard the last cry of anguish, the only Friend the dying soldier found, when this life's battle was over, while millions of people live to enjoy the heritage those soldiers bequeathed

to their country. Ah, the beautiful flowers remain untouched by any ruthless hand, for every one who visits here feels that they are treading on sacred ground. For here lieth many who to some fond wife and children were more sacred and loving than all else here on earth; 14,000 in all buried here,—a city of itself.

And who can portray the living experiences of the living part which never dies, but gathers new strength and new hopes and brighter effulgence, beyond the valley and the shadow of death? For if it were not so, if these few years of trouble and trials and broken hopes and disappointed desires are the limit of man's happiness, if this was the great design of God from the first, then our pilgrimage is a sorry one indeed, and life is only a succession of trials and vexations.

But we have seen enough of the relics of war and death. We have gazed long enough on the souvenirs which still stand, and will last forever, of the terrible realities of war. And we go out from this lonely village, and once more enter the living city, amid the heating, seething furnace blasts, its iron mills, its cotton warehouses, and the busy hum of the artisan's hammer as he chisels out the finer portion of his labor. Ah, the busy hum of machinery in this city of 25,000 inhabitants, its network of railways, its beautiful river, its mountains filled to overflowing with rich minerals, only awaiting the gigantic help of capital and labor to make this once almost a wilderness one of the richest portions of our country, as the people of the North join hands with those of the South, until their land shall vie with ours in richness, prosperity and worth, keeping the banner of brotherly love where the Northern winds and the Southern breezes may kiss each other, and waft above our heads the grand old Stripes and Stars. And unless we have learned a useful lesson to-day, our journey and our visit to Lookout Mountain and its surroundings will all be in vain, and also our journey through this short life will almost prove well nigh a failure. But now we, too, must turn our faces homeward once again.

And 'twixt the coming and the going
Thou hast spread thy wings, O Dove!
Between the guessing and the knowing,
We have seen the worth of love.
Friends, 'tis true when first we met
Now we part as oft before;
Some day we look around, but lo!
Some here, some on the other shore.

But none of us will ever forget this short journey among the clouds and among the silent martyrs in this city of the dead. Let us go to our homes with the firm resolve to advance, in every manner, the principles, the interests, and work with renewed energy to supply the wants of the O. of R. C. To assist all our Grand Officers in everything which pertains to our benefit; by helping one another in this life, and so living that at its close the G. C. C. will add us His blessing as faithful, as true, as upright servants.

E. H. BELKNAP.

WANDERINGS.

No doubt many of our brothers are wondering where I am and what I am doing as the weeks hurry by. I will endeavor to briefly recount my wanderings since we parted in the hall at Louisville.

At the close of our annual meeting I went directly to my home in Elmira, N. Y., for a few days' rest, and at the same time get up my correspondence, which had accumulated at Louisville. I attended a union meeting of the New York Division, held under the auspices of Binghamton Division, No. 154. We had a grand time, and although the day was a stormy one we had a good attendance; the meeting was enjoyed by all. I had the pleasure of meeting Bros. J. M. Evans, M. F. Collins, W. J. Sullivan, J. W. Stack, Howard Evans, R. A. Meade, and many others whose names now escape me. A trip to St. Louis and Sedalia, Mo., next took my attention. I met several of the Brothers "en route," and had pleasant visits with all, especially so with Bro. R. E. Fitzgerald, of No. 3, whom I met in St. Louis. At Sedalia I was nicely quartered at Sicher's Hotel, in care of Bro. Doyle, who is the same genial, good-natured, whole-souled "Jim" as of yore, meeting there Bros. J. Patterson, Harrington, Burhop, and last, and by no means least, Bro. O. E. Parsons, and many others whose names I cannot remember. Finishing the business at Sedalia, I sped away to Kansas City in hopes that I might have the pleasure of visiting our worthy assistant, Bro. "Burdette;" where he was, deponent knoweth not. I, however, spent a pleasant evening in company with Bro. Hopkins, of No. 3. Away we go again via the Great Rock Island route for Cedar Rapids, in company with Bro. Hank Rice, of No. 42; at Trenton was turned over to the kind care of Bro. Hovey, also of No. 42. All I can say is, fortunate indeed is he who travels over this line in charge of the above mentioned brothers. At Eldon I had the pleasure of a few moments' chat with Mr. H. A. White, train master at that station. "Hod" looks well and is well pleased with his position; he will be well remembered by all Eastern conductors as one of the most popular of the old-time Northern Central passenger conductors, where I made his acquaintance when doing "circular work" for that company.

I spent Sunday and Monday in the office; on Tuesday, in company with Bro. Daniels, visited Chicago in search of office rooms. We were met there by Bros. Robinson and Belknap, of the Executive Committee. The latter assisted us materially in our search. The matter arranged, I turned my face eastward again to visit the Divisions at Utica, Albany, Troy, Oneonta, and visit the governor in regard to the Railroad Commissionship of the State. I was successful in the cases of Utica and Oneonta, but failed to have meetings at Albany and Troy, at the latter place on account of the brothers all being on duty. I have not been advised of the cause of the failure at Albany. On Saturday evening, Nov. 28, I boarded the Lehigh Valley "Comet" at Elmira, and was nicely entertained by Bro. J. H. Stowell, who daily commands this popular train between Waverly and Buffalo. Bro. M. S. Hoadley is his partner on the opposite run. At Buffalo he placed us in charge of Bro. J. R. Jackman, of No. 2, who, by the way, don't go over to St. Catharines any more, which is somewhat singular. After a good night's rest and short trip via G. T. R. R., in company with Bro. DeLaney, of No. 48, I arrived at Hamilton, where we were met by Bros. Ogilvie and McKay, and were soon in the "gaol" at Hamilton. I cannot now say I was never in jail, but I can say that if all my experience in this line is as pleasant as that of my first, I shall be happy. I do not know when I have spent the time more pleasantly than on this occasion. We had a very pleasant meeting with the brothers, and left them on Monday for Toronto, where we had an elegant meeting. I was pleased to meet Bros. Hall, Thompson (W. K. and W. H.), Purden, Hoskins, and many others whose names I cannot recall. Tuesday evening I ran over to Stratford, and on Wednesday evening had a grand, good meeting with the brothers of No. 15 and 13, several of whom came over to attend the meeting. No. 15 has hard work to have her regular meetings on account of changing the runs of the brothers; nearly all lay over away from Stratford. I met Bros. Hunn, Wade, Whittaker, Hamilton, McTaggart and others with pleasure. Thursday was spent in London, and had a pleasant meeting with No. 16, many of the brothers of No. 13 coming over to assist, Bros. Douglass, Turnbull and others of No. 16 being present.

At 9 A. M. Friday, Dec. 4, I met the brothers of Union Division, No. 13, and was pleased to see so many present. We had two sessions; the work was fully gone over, I believe, to the benefit of all present. I was accompanied as far as Essex Center by Bro. Ingram, of the Insurance Committee.

I desire to return my most sincere thanks to all of the brothers of the Division in Canada for their uniform kind and courteous treatment during the visit to them, and as I speeded westward I carried pleasant remembrances of the visit, and an assurance that none but the best of brotherly feeling prevailed. At Chicago I met Bro. Daniels, and in his company

completed our arrangements for our removal from Cedar Rapids to our present location, and at this writing we are pleasantly located in our new office rooms, No. 115 Dearborn street, Rooms 45, 46, 47 and 48, Chicago, Ill.

I will try and give the brothers an account of my "Wanderings" from time to time in the MONTHLY. I leave the office to-day, Dec. 21, for St. Louis, and then back to the office, and if work permits expect to spend Christmas at home in Elmira, and after visiting several Divisions and investigating an insurance claim, will again return to the office; shall not go out much during January, as our transportation is generally scarce during that month; about Jan. 20 I expect to issue a programme for an extended trip southward, which will give dates and Divisions to be visited. Wishing all a Merry Christmas and a Happy New Year,

I am yours truly in P. F.,

C. S. WHEATON.

ST. THOMAS, ONT., Dec. 22, 1885.

EDITOR MONTHLY:—Allow me, through the columns of our beloved MONTHLY, to congratulate you upon your promotion, and to wish you every success in your new field of labor. I hope soon to be able to send you a new list of subscribers from Union Division. I have been a subscriber since its first issue, and I fail to see how any one who takes an interest in the workings of the order can get along without it. It certainly reflects great credit on the order that we can publish every month a journal which we can point to with pride as being away beyond comparison with any other of its class, both in appearance and in the selection of reading matter. I trust that Bro. Wheaton in attending to his more important duties, will be able to give us, from time to time, some account of his travels in the interests of the order, which after his literary experience as editor will, I am sure, prove very interesting reading. The work accomplished at Grand Division has given general satisfaction to our Division, although after hearing the reports of our delegate and the visiting brothers who accompanied him, it was said by some "That we were all converted to Wheaton." However, since that time we have been favored with a visit from our G. C. C., and the kickers have all been converted in a lump; we are working away again with new life for the good of the Order. My own idea is that in Bro. Wheaton we have a man in ten thousand, and that he is working heart and soul for the best interests of the Order, and I hope he may long be spared to continue in his career of usefulness. But oh! Grand Division, how could you (after the repeated warnings conveyed to you month after month through the columns of the *Railroader*) take the action you did at Louisville? Just see what you have done. Twice has

that valuable medium been issued to its countless readers; and no mention of C. S. Wheaton. "The backslider," "convention manipulator," etc., etc., not even to charge him with the crime of having once run a freight train. Just think of the disappointment of the aforesaid countless readers in missing their regular monthly dose of scandal, and also think of what an *enormous* amount of free advertising you have deprived the Order. But I must stop; my feelings are too much for my flow of language. And now, Bro. Editor, not to encroach too much on your valuable space, I will bring this rambling epistle to a close, just stating that business at this point still keeps dull, especially on the G. T. Ry, but we are living in hopes of a turn for the better. Again, wishing yourself, the MONTHLY, and the Order at large every success, I am sir,

Truly yours in P. F.,

TEE CEE.

CARBONDALE, PA., Nov. 30, 1885.

EDITOR MONTHLY :—As our Corresponding Secretary seems to be reluctant to send you news of our success or oblivion I have undertaken the matter. Our Corresponding Secretary, being among the thirties, I asked him if he intended to remain in single blessedness. He answered that he could not say, as the ladies always said no instead of yes. However, I will say that I cannot understand how this is, for he is a worthy man and Brother. Nevertheless, our Division is progressing finely, though we have not taken any members in since we were organized. I think we are getting a little more down to business. Our Chief Conductor, who was delegate to the Grand Division, is loud in his praises to Monon Division for the excellent manner in which the delegates and their wives were entertained at Louisville. The first meeting after his return he exemplified the work, making corrections where needed, though Bro. C. A. Wood did not leave much chance for corrections.

We conceived the idea to have a social on Thanksgiving eve, which was concurred in, and Brothers Rose, Ferrel and Robbins were appointed committee of arrangements for the coming social, which was held on Thanksgiving eve, with perfect success. Invitations were extended to the surrounding Divisions, but were not accepted by any so far as we know, for no visitors made themselves known. The fact that the insurance is a necessary medium for protection to railroad men is demonstrated very often by accidents which occur. Harry Cox, a brakeman for Bro. Gilbert, had his arm crushed on the 18th October between the bumpers, necessitating amputation, which caused his death, leaving a wife and four children, all girls. But I am pleased to hear that he had an accident policy in the Traveler's Insurance Company for \$1,000. You will have applications for insurance soon, for I have heard a member say that they make application during

December. Our members are pleased with the increased insurance, which will be very acceptable to those that are unfortunate. I see the *Railroader* makes itself very unpopular in this section by its continued attacks on our Grand Division officers, which I hope will be treated with the notice it deserves—*silent contempt*. Our Brothers are enjoying good health. Bro. Case, our Secretary, lost a young son recently. Bro. Case and his wife have the sympathy of all our members in their bereavement. Hoping my feeble efforts will be acceptable, I will come again, provided our Corresponding Secretary does not awaken to the situation. There will be more subscriptions soon to the MONTHLY. So good-bye for this time.

MUSCOVIE.

WINNIPEG, MAN., Nov. 25, 1885.

EDITOR MONTHLY:—Since writing my last, our Chief Conductor, M. F. Hawkins, has joined the noble army of benedicts, having taken unto himself one of Ontario's fairest daughters. "Fill," judging from his now almost golden fleece, has wrestled with this ponderous question for some time, and it is only too evident that the substantial beauties of married life had more than outweighed in his fertile brain the frailties of single blessedness. His fellow-conductors could not allow the opportunity to pass without showing to him in some tangible manner the high appreciation in which they hold him as an associate and as a gentleman. Accordingly, with their wives and their sweethearts, they assembled at his residence on the evening of Nov. 18, and presented Mr. and Mrs. Hawkins with a magnificent tea-service. Bro. and Mrs. Dorsey kindly gave the use of their house for the supper, which, judging from the responses given to the various toasts afterward proposed, must have been a bountiful one. Bro. M. C. Brock responded for the ladies, and fairly outdid himself. He only exemplified the well-known fact that the "Ozone" with which this northern atmosphere is pervaded not only invigorates, but it has a wonderful effect on the eloquent tongues as well as the fertile brains of some of our worthy brothers.

Business is moderately good on the C. P., and the consequence is the "boys" are very happy. The 7,000 navvies, who were during the summer months carried West to pierce the slopes of the Rockies for Canada's great highway, are now, that their labors have been completed, wending their way back to "seek fresh pastures and fields anew." Between them and the ten millions of bushels of wheat which Manitobans have to export this year, the rolling stock of the road is taxed to its utmost. We are all pleased to know that the meeting of the Grand Division for 1885 was such a success, and that brothers recognized in such an unmistakable manner their appreciation of the efforts of Bros. Wheaton and Daniels.

Yours in P. F.,

JOSEPH FAHEY, Div. 47

FT. WAYNE, IND., Oct. 16, 1885.

EDITOR MONTHLY:—Wayne Division No. 119, dedicated their handsome new hall over App's shoe store, 106 Calhoun street, Thursday evening, Oct. 1. There were present of the Order and invited guests about 150. As the invited ones arrived they were met at the first entrance by Mrs. Wm. Anderson and Mrs. J. Brice. They were then conducted to the second entrance by Mrs. L. Knagna, and, relieved of their wraps, they were introduced to the strangers and guests by Mrs. O. R. Cantwell. The occasion was a complete surprise on the Order. About 8:30 P. M. order was called by Wm. P. Sheehan, their C. C., who addressed Division No. 119, and stated the occasion was gotten up by the wives of the members of the O. R. C. Prayer was offered by Wm. Anderson, Past Chief. Mr. Sheehan then gave the ladies full control of the Division room. A magnificent Bible, the gift of the wives of the members, was then carried to the east side of the hall by Mrs. O. R. Cantwell; she was followed by Mrs. Ed. Erickson, who presented the Bible in the following neat address:

Gentlemen of the O. R. C.—This social hour is no common occasion. Scores of hearts beat with sympathy and interest in the purpose and work in this new organism of brotherhood. This lovely room and pleasant surroundings will in future tell of happy associations, many well-spent hours and carefully matured plans, yet you cannot do these things successfully, honorably and satisfactorily without the proper guide-book—the Bible—in which you will find Jesus Christ as the Chief Conductor; the engine which draws you is love; the engineer your Heavenly Father; the train composed of believers bearing through tickets, with no stop-off checks, secured without money and without price; the point of destination the Great Central Depot, Heaven, the city of our God. You will also discover in its precious pages not only the way, the truth, and the life, but every now and then a head-light, God's warning of danger. Keep your eyes upon it and you are safe; but if color-blind by the influence of evil and bad associations, search carefully and you will be made to see all things clearly. I have now the honor, in behalf of the ladies interested in this Order, to present you with this sacred book. By inspiration given—

Within this awful volume lies
The mystery of mysteries.
O happiest day of human race,
To whom our God has given grace
To hear, to read, to fear, to pray;
To lift the latch and force their way.
But better had they ne'er been born,
Who read to doubt or read to scorn.

After the acceptance an elegant banquet followed; the hall was brilliantly lighted and decorated, the tables were indeed beautifully arranged, and a grander supper the boys never sat down to, and only hoped that the ladies might renew their surprise at no late date. Mr. L. M. Blakesly then offered a toast in behalf of the ladies of the O. R. C. After every one had

a good supper and a nice time the gas was turned out at 12:30 A. M., each one going to their different destinations wishing all good-night, and to be called to this same place and the same occasion soon again.

TOPSY.

MEDICINE HAT, N. W. T., Dec. 20, 1885.

EDITOR MONTHLY:—I have wondered more than once that the headquarters of the MONTHLY were not more centrally located than in Cedar Rapids, and now that you are in Chicago I hope that you will like the change. Railway business on the west end of the Canadian Pacific is good, and no changes have taken place since I last gave the names of the officials and employes.

We have no "End of Track" now, a continuous line of track reaching from Montreal to the Pacific Ocean forming the main line of the Canadian Pacific Railway, and I don't think any road in the world runs through as many different sorts of country. Leaving Montreal the passenger looks out on a thickly settled, wealthy and prosperous country, but as he advances the country becomes dreary and inhospitable, and in two days' travel he finds himself in a territory hitherto unknown and marked "unexplored" on the maps. The third day he will find himself skirting along the north shore of Lake Superior, the track for miles being laid on a mere shelf blasted out of the solid rock.

In summer the scenery is beautiful, but later on it becomes terrific. Lake Superior swept by a gale of wind is only equaled by the Atlantic ocean. Steamers built with all modern improvements, with steel hulls, water-tight compartments and everything of the best, are tossed on the waves of Lake Superior as though constructed of birch bark, and in a few hours a wreck is seen by some passing vessel, with a few struggling mortals clinging to some remnant of what was a magnificent steel steamship a few hours previously.

About the close of the third day out of Montreal the traveler leaves Lake Superior, her dangers and iron-bound coasts behind him, and enters on the country of the "Lake of the Woods," a name expressive in itself. In twenty hours or so after leaving Lake Superior, Winnipeg is reached. I have seen families leave the shores of Lake Superior and occupy six long weeks in reaching Winnipeg, and during that time make thirty-three "portages" *i. e.* transferring from a boat to a cart, and *vice-versa*, the numerous lakes and rivers being utilized.

In reference to hardships in traveling in the early days, a lady on my train a few days ago grew very indignant when I wished to see her ticket, and said it was "really annoying to have to show her ticket every day or so. She was bored to death, indeed she was, and conductors were a nuisance, so they were."

Trusting you will be as successful in your new situation as you were in your old one, I remain ever yours sincerely in P. F.,

JOHN B. ROBINSON,

Saskatchewan River.

EDITOR MONTHLY:—On the 3d Nov., 1885, pursuant to call, a delegation of conductors (all members of the O. of R. C.) from all divisions of the C. & N. W. Ry., met at Commercial Hotel, Chicago, to confer together in regard to the best means of petitioning the Gen. Supt., to more satisfactorily arrange the pay of freight conductors. A schedule of pay, etc., was adopted, when the delegation proceeded to the office of the Gen. Supt., to present same. Mr. Wheeler being absent, Asst. Gen. Supt. Melen heard our grievances and took charge of petition, etc. After fifteen days' figuring and arbitration between officers and conductors, the following system of pay was adopted:

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

MEMORANDUM OF A MEETING held in General Superintendent's office at Chicago, November 16, 1885, with Committee of Freight Conductors.

The following rules will govern the employment and compensation of Freight Conductors, to take effect December 1st, 1885.

ARTICLE 1.

There shall be three grades of Freight Conductors established, and the compensation shall be as follows:

For the first year's actual service after promotion from brakeman, \$60.00 per month.

For the second year's service, \$70.00 per month.

After the second year's service, \$75.00 per month.

The monthly compensation shall be based on a mileage of 2,600 miles per month, and any excess over this mileage made by Freight Conductors will be paid for in the same proportion as the monthly compensation is to 2,600 miles.

ARTICLE 2.

If the mileage of any Freight Conductor should fall below 2,600 miles in any one month, and the Conductor has been ready for service, losing no time on his own account, in such cases full time for 2,600 miles shall be allowed.

ARTICLE 3.

Freight Conductors will not receive extra mileage, except in cases where their total mileage for any one month shall exceed 2,600 miles actual run, and except in case of Way Freight Conductors on regular runs recognized as a day's work.

Way Freight Conductors on regular runs will receive compensation for extra mileage made outside of their regular runs.

ARTICLE 4.

In cases of the suspension or dismissal of a Freight Conductor, by any officer below the Division Superintendent in rank, the Conductor shall have the right of appeal to the Division Superintendent for a full and impartial investigation.

ARTICLE 5.

Should a Freight Conductor, owing to a light business, be reduced to a brakeman, he shall receive \$50.00 per month and excess mileage in proportion.

S. SANBORN,

C. C. WHEELER,

W. S. MELLEN,

Asst. Gen'l Supt.

Gen'l Supt.

Asst. Gen'l Supt.

Never was a body of men treated better than this committee of conductors were by the officers of the C. & N. W. Ry., from Gen. Manager down. Mr. Wheeler, Gen. Supt., talked to us as a father might in giving advice to a son, and showed us that he had once been in harness as a freight conductor, by his familiar knowledge of the work required of us, and the troubles and trials of a freight conductor's duties.

We are under special obligations to Asst. Gen Supt. Mellen for his patience and many little acts of kindness shown us during our meetings, not to speak of the elegant repast set before us on the last day of our stay in Chicago, gotten up by the caterer of dining rooms of the C. & N. W. Ry. station.

The following conductors representing divisions, before each name and members of O. of R. C. divisions, after each name:

| | | | |
|----------------------|------------------------|-------------|-----|
| Peninsular Division, | J. B. Moran, | Delta | 86 |
| Northern Iowa " | Wm. Winebrenner | Eagle Grove | 164 |
| East " " | M. J. Mee, | Clinton | 33 |
| Middle " " | H. B. Robinson, | Boone | 34 |
| Madison " | A. B. Robbins, | Baraboo | 68 |
| Wisconsin " | E. W. Shipman, | Chicago | 1 |
| Wisconsin " | J. L. Thomas, | Chicago | 1 |
| Galena " | Geo. Tinsley, | Chicago | 1 |
| Galena " | Frank Ogden, | Chicago | 1 |
| W. & St. P. " | John Mahoney, | Waseca | 90 |
| | Sec. of Committee. | | |
| West Iowa " | W. B. Parkin, | Boone | 34 |
| | Chairman of Committee. | | |

It is a well-known fact that this could never have been accomplished outside the order; we could not have organized without the assistance of the O. R. C., hence, the order should receive credit for the very handsome change in the pay system of conductors on the C. & N. W. Ry.

ONE OF THE COMMITTEE.

[As various incorrect statements have appeared in the papers in regard to the increase of salaries on the C. & N. W. Ry., we give the above correct one.—ED.]

DENVER, Dec. 17, 1885.

EDITOR MONTHLY:—I will once more beg a little space for Division 44. Since our last Asa has returned, and we are in full possession of the doings of the Grand Division at its late session in Louisville, we find nothing to kick about. All seem pleased with Bro. Wilder's report, and we

are quite sure that he reported the business of the meeting from personal attention, and not from hearsay reports. We are pleased with the permanent location of the Grand Division. While we like Cedar Rapids and Iowa on general principles, we think Chicago a more appropriate place for the headquarters of the Order of Railway Conductors. We are also pleased to have matters so arranged that Bro. Wheaton can devote more time to outside work, and by visiting the different Divisions may bring about good results. At all events, much jealousy will be overcome; and we think his presence wherever a difference has arisen between the conductors and the officers of any road, will have a very soothing effect.

Railway business in all its branches has been very brisk in Colorado for the past six months, but at present has declined very much, as it's getting near the dull season everywhere. At present the weather is open and spring-like, and all predict an easy winter for Colorado.

In the matrimonial column will be found the name of Bro. H. S. Goodwin. At Elizabeth, Col., on Nov. 15, Bro. H. S. Goodwin and Miss Jennie Luttenbacher were united in the bonds of matrimony. We congratulate and wish them a long and happy union. Bro. Goodwin is at present Roadmaster of the Denver & New Orleans, at present operated from Denver to Pueblo, but at no distant day we hope to see it pushed through to its destination, when we predict for it a bright future; and under the present management, Col. C. W. Fisher is the right man in the right place if he has the financial backing to push it through.

I suppose all are aware of the recent cyclone passing over Colorado, taking with it many conductors from both the Denver & Rio Grande and the Union Pacific. We of course do not know the cause of the wholesale slaughter of conductors, and leave the public to draw their own inferences. We, as railway men, are sorry to know of the dismissal of so many old and efficient men. We hope the storm has spent its force and passed over.

Division 44 is paddling her own canoe as usual, and growing steadily as men become convinced of the value of the Order. The insurance is also growing here, and how important that all should provide for emergencies. Accidents are liable to happen at any time. Life is uncertain in any sphere, and how important to be prepared with a nice legacy in case of death, for the loved ones, or for total disability for the maintenance of ourselves. Brothers, do not put off too long. Insure to-day, for in a day we know not what cometh. Bro. Rathbon, our C. C., is improving rapidly. He left this A. M. with the pay car to make the D. & R. G. system, which is no small undertaking for a sound man. Bro. Boynton is about as in our last communication. Bro. Geo. M. Shute, an old veteran of the Union Pacific, is inclined to try and get on outside of railway business; is at present in the County Assessor's office. We wish him all success. Now Bros. Wheaton and Daniels, we wish you the best of success in the new duties to which the

Grand Division have assigned you, and we will promise you the support in well doing of Division 44. More anon.

Yours in P. F.,

B. F. B.

OIL CITY STATION, Dec. 10, 1885.

EDITOR MONTHLY:—At our last regular meeting, held Sunday, Dec. 6, only a few of the members were able to attend, owing to a heavy run of freight they are kept on the road most of the time. We had a very good meeting, though. Reports of two committees were read, and committees appointed on four new petitions. A motion was made and carried to furnish Division with badges. We will all feel as proud then as "Pap Richard's" boy did with the new top. "Pap" says the top plays Old Hundred nicely, and Bro. Gifford says better bring it down to the Division room, as none of the members can. Bro. Chas. Turner, of Division No. 2, is at home with a sprained ankle. Bro. T. better let the brakeman wrestle with the sample trunks after this.

Bro. S. E. Stone is under a heavy burden of affliction. On the morning of Nov. 20, at their residence in Fredonia, N. Y., Mrs. S. E. Stone found in death relief from a lingering illness. She was a most estimable, amiable lady, and her passing away will deeply grieve a multitude of friends. The heartfelt sympathy of the community will be with Bro. Stone in this sad hour, although human sympathy at such a time can afford little consolation. Thus it is that Father Time swings his keen-edged scythe o'er the roses and the lilies of our life.

C. E. B.

OUR TRIP TO LOUISVILLE.

EDITOR MONTHLY:—Left Omaha at 8 A. M. in company of Fairbrass. We took mail train at C. Bluffs, Conductor W. Heith. Time was mid day; light train. Met Robt. Campbell at Perry, Iowa. Got message from Daniels that he was going via R. I. to Chicago. At Marion we were turned over to the old veteran Chas. Shepard, a man that has been identified with the Milwaukee road for years; an old engineer that many a time had pulled the late locomotive with S. S. Merrill and Hub Atkins, two of the best men that ever handled a railroad employe. Shep is the same good trustworthy man that he has been for years, and we hope when he is called to that bourne whence no traveler returns, that his bed will be spread with soft and tender hands, and covered with roses that will bloom for evermore.

In due time we landed in the Garden City, making our stop at the Palmer House, of which Chicago may well be proud. We met our old friend and co-laborer, Sam'l A. Herman. He was accompanied by Mrs.

H. They were on the eve of starting for Indianapolis. We also met there our old Superintendent, Mr. P. J. Nichols and family. At about 9 P. M. we found ourselves in Dearborn Depot, waiting for train to take the famous Monon route for Louisville. We met Bros. Wheaton and Daniels there, and they were busy as two candidates at election, using their best endeavors to make our trip as pleasant as possible, in which they succeeded to every one's entire satisfaction. On time we landed at Louisville, to be met by a committee of Monon Division 89, headed by that indefatigable Sam Randall. By forethought and assistance of friends your humble servant was sent to the Gault House, the headquarters of the Convention, where he was assigned to room 176. Where were Bros. Denison, McCarthy and Babcock?

Being Sunday morning we donned our Sunday clothes and hied ourselves to St. Johns, where we were glad to hear the word of God propounded.

Monday, not much of anything to do, we took in the places of interest of the beautiful city of Louisville in company of a goodly number of the brothers and their wives.

Tuesday our G. C. C. called the Convention to order promptly on time, about 200 delegates answering to their names, representing almost every Division of the Order. And right here I would like to say, a better and more intelligent lot of railway employes it has never been my pleasure to see together before, and if the Order increases with material in the future as it has in the past, we will have no hesitancy in sending a committee to any railway corporation that may be desired by both employe and employers. Making a few mentions of the business done, I will pass along on my way home. I was glad to see the salary of our G. C. C. and G. Secretary put at such a figure as will gain respect and an audience with railway managers, whenever and whatever may be the business calling them together. Our G. C. C. can now afford to instruct himself, so that when ushered into the presence of railway managers or superintendents he will not be embarrassed or feel uncomfortable while in their presence. Likewise our worthy G. Secretary and Treasurer will feel and do more for the good of the order, knowing that when he helps others he is also helping himself.

Among the members I was pleased to meet such men as Hy Hurty, Hammond, Stanchfield, J. C. Campbell, Asa Wilder, Dick Fitzgerald, McLaughlin, Ben Arnum, Frank A. Bunnell, C. N. Bell, E. H. Belknap, H. S. Chapman, M. R. Frazee, Flack, Dixon, Charles B. Dillon, Ed. Coman, Hy Shew and a host of others, and earnestly hope it will not be the last time either.

On Sunday we were put aboard of an air line train and taken to Marengo Cave, a wonderful hole in the ground. Division 89, headed by the old reliable Sam Randall, provided the necessaries of life in a bountiful way. Returning to Louisville at 6:30 P. M., in company of that old veteran

J. C. Campbell, of Derry, Pa., your scribbler hied himself to Indianapolis. On arriving there we were met by Bro. Sanger, Secretary and Treasurer of the Yardmasters' Association, and a delegation of the Yardmasters of Indianapolis, when we were escorted to the residence of Bro. Sanger. On Monday the Yardmasters gave a banquet at the Dennison to the visiting Yardmasters. A royal repast was set before us, to be washed down by Mumm's dry. The evening was spent in a very delightful time. We will not soon forget the Indianapolis boys. A committee met on constitution and by-laws of the Yardmasters' Association, also the Executive Committee, at Secretary Sanger's house, to consult with one another in the interest of the Association. Finishing our business on Tuesday evening we started on our journey homeward. I came by way of St. Louis, Kansas City and home again, having spent twelve days in a regular old fashioned visit among friends. On every hand we were treated with that due respect and kindness that should be shown to every worthy brother, and we always hope it may be so. And why not, for in our conduct lies our success? When railway managers find out the class of men we are we hope they may be free to say, we will stock our road with Order of Railway conductors, for we are satisfied we can rely on them. G.

Peoria Division No. 79, of the Order of Railway Conductors, met yesterday in its hall, at the corner of Adams and Fulton streets, for the annual election and installment of officers. The installation services being public, there was a large attendance, about 200 being present, including many of the local railway officials and a large delegation of ladies—indeed, most of the outsiders present were of the gentler sex. The following are the officers who were elected and installed: C. C., Fred Gillette; A. C. C., W. E. Bell; S. and T., G. W. Scott; S. C., H. C. Simmons; J. C., Wes Permar; I. S., J. W. Thacker; O. S., G. W. Scott. Wes Permar was chosen delegate to the Grand Division which meets at Louisville, Ky.

After the installation the Division was presented with a handsome Bible for use at their meetings by the wives of the members. The presentation speech was made by Mrs. W. H. Smith, who spoke as follows:

BROTHERS—Few men have more heavy and fearful responsibilities resting upon them than the great body of railroad conductors. You have felt your individual responsibility to men, and through dangers seen and unseen have stood faithfully at your post. We would have you bear in mind your individual responsibility to God as well, and desiring to wear worthily the name of helpmeet, we, the wives of this brotherhood, present you with the only book that can give divine help in your responsibilities and enable you to carry others safely through the journey of life.

This Book tells of a Gospel railroad graded by God Himself. "Every

valley shall be filled, and every mountain and hill shall be brought low. The crooked shall be made straight, and the rough ways shall be made smooth." It tells of the only safe conveyance for our journey. Our Saviour Jesus Christ is the car of safety. "By me if any man enter in he shall be saved." "Neither is there salvation in any other."

This Book tells that our Father is the great conductor of this Gospel train, and "The Lord shall preserve thee from all evil, He shall preserve thy soul."

It tells of the great Engine, Faith, that bears us ever on our way, through the dark night, as well as through the cloudless day. "This is the victory that overcometh the world, even our faith." It tells of the Holy Spirit, our engineer, that shall make no mistakes. "He shall guide you into all truth, and He shall show you things to come."

This Book speaks of the bright headlight which is the word of God. "Thy word is a lamp unto my feet and a light unto my path."

This book faithfully tells us, too, of the "red light," God's warnings of danger. "How shall we escape if we neglect so great salvation?"

It tells of the "green light," God's messenger, waiting to deliver His message if we will but stop and hear it. "Behold, I send my messenger and he shall prepare the way before me." And this is His message: "For God so loved the world that He gave His only begotten Son that whosoever believeth in Him might not perish but have everlasting life." It tells of the "white light," God's "all well," assuring us of safety and that no evil is near. "He shall give his angels charge over thee, to keep thee in all thy ways." "The beloved of the Lord shall dwell in safety by Him."

It tells us of the beautiful depot at the end of the journey—the Holy City, Our Heavenly Home. "Blessed are they that do His commandments, that they may have right to the tree of life, and may enter in through the gates into the City."

Accept this copy of the Holy Scriptures, and may God make it a blessing to you all. Give it a place in your room. Make it the man of your counsels, and may you who have been so faithful in things temporal be equally faithful in the things eternal."

The response was made by Mr. Gillette, the Chief Conductor, who returned thanks for the gift. Its teachings, said he, were the foundation of the Order. They would prize the book not so much on account of its intrinsic value as on account of the donors. It should be their time card through life.

An address of great interest to those having relations with the Order was delivered by Ed Coman, of the Kaw Valley Division, Kansas City. The gathering was one of the pleasantest in the history of the Order in Peoria, and was a source of great enjoyment.

KEOKUK, IOWA, Dec. 7, 1885.

EDITOR MONTHLY:—According to programme, a division of the order was organized at Stanberry, Mo., on Dec. 6, 1885. I was ably and cordially assisted by that prince of good brothers and zealous worker, A. G. C. C., Bro. Ed. Coman, and ably seconded by Bros. T. J. McDonald and Charles McNeil of Division No. 141, J. Monahan of Division No. 21, O. E. Burke of Division No. 31 and P. Fox of Division No. 42, all of whom have my heartfelt thanks for efficient services so cheerfully rendered. Bros. A. C. Hamlet, A. F. Wilson, Geo. Weldon, J. P. Latshaw, E. F. McCrea, J. Richey and T. E. Painter joined by withdrawal cards from Division No. 49 and T. J. Preston by card from Division No. 42, and Messrs. H. F. Braun, G. W. Andrews, Jno. Besinger, P. C. Ryan, Ed. Mulligan, J. G. Bond and P. C. Woods were the new brothers admitted, Mr. O. W. Whitney not being able to be present.

The special session was called to order and the requirements of the Order explained to those taking the first step, and all decided to remain and receive the benefits of the Order. The chairs were then filled with the following brothers: C. O., L. R. Carver, Division No. 38; C. C., Ed. Coman, Division No. 55; A. C. C., T. J. McDonald, Division No. 141; S. and T., A. C. Hamlet, Division No. 188; Sr. C., Chas. McNeil, Division No. 141; Jr. C., T. J. Preston, Division No. 188; I. S., J. Monahan, Division No. 21; O. S., O. E. Burke, Division No. 31.

When the above mentioned petitioners were instructed in the work of the Order, two were initiated and promoted in regular order.

The division being instituted, an election of officers was held. Bros. Bond, Latshaw and Preston were appointed as tellers.

The following brothers were elected officers: C. C., T. J. Preston, Box 271, Stanberry, Mo.; A. C. C., A. C. Hamlet; S. and T., A. F. Wilson, Box 172, Stanberry, Mo.; Sr. C., Geo. Weldon; Jr. C., T. E. Painter; I. S., J. P. Latshaw; O. S., J. Richey; Correspondent to "Monthly," A. C. Hamlet.

The officers were then installed by Bro. Ed. Coman, with Bro. McNeil as Grand Marshal.

The division is named "Stanberry" No. 188, and meets on second and fourth Sundays of each month at 2 P. M. I have faith that the new-born division will be a healthy one; although it will never be large in numbers, I believe it has come to stay. Those becoming members evinced a lively and commendable interest in the work.

All of which is respectfully submitted by yours in P. F.,

L. R. CARVER.

VILLISCA, IA., Dec. 17, 1885.

EDITOR MONTHLY:—As this is my first trial I hope you will over-

look all mistakes and bad grammar. I should probably never have made the attempt but felt as though I would like to say a few words to "Broadview." I think "Broadview" has a queer way of showing his love for the Order. I fully agree with him, there are some in the Order that could be dispensed with and not badly missed. I do not think it unmanly or cringing for a brother out of employment to make his situation known, and I for one think enough of my obligation to help such a brother if he is worthy (which can easily be found out) to obtain a situation. In fact, I should not think I had done my duty had I not helped him all I could. As to maintaining his independence carrying a hod, how many of us I should like to ask, could stand the labor for one day. There is no disgrace in carrying a hod, but there should always be work for the right kind of men on a railroad, if not running a train. Then do the hurricane act. I should like to meet Brother Fahey who shows the right kind of spirit in recommending Bro. Brownlee. He is a man after my own heart. Brothers, if we do not help each other in misfortune what are our obligations worth? I should not think much of a brother that would not say a word to his train master, to at least let him know who I was, and would pass me by as I was toiling up a forty-foot ladder with a hod of brick on my shoulder with a good ten cent cigar in his mouth. Brothers, let us all remember no one has a lifetime lease on his position, and the best of men will meet with misfortune some time. With the best wishes for our noble Order,

I am yours truly in P. F.,

"S. W."

MEMPHIS, TENN., Dec. 19, 1885.

EDITOR MONTHLY:—I have just received Dec. No. R. C. MONTHLY, and can not wonder at its success, meeting with large circulation from the brothers. I am highly pleased with it. I think there are two things that every member of the Order should do, first subscribe for the O. R. C. MONTHLY; second, insure in the O. R. C. Mutual Life Insurance Association.

Pardon me if I intrude too much on your time. I don't think you have heard from Memphis Division No. 175 very recently, so I will put in here as a regular attendant, and simply remark she is very solid. In the future, when time, subject and occasion will permit me, I hope to remark again, provided I can get some one to spell and correct grammatical errors for me.

GOODWIN.

ALBANY, NOV. 28, 1885.

Z. C. Priest, No. 56.

EDITOR MONTHLY:—I think that a few words from Division 56, in the columns of the MONTHLY, may serve the purpose of waking some of the brothers up to the fact that they have been very negligent of late in their

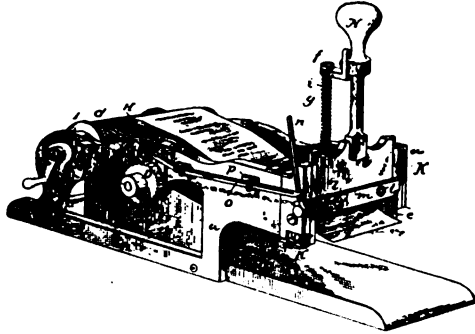
attendance at meetings. We have a good strong division here, presided over by an efficient set of officers, who do all in their power to promote the good and welfare of the Order. Whether it is the pleasure that is to be derived at the different places of amusement in the city, or carelessness on the part of the brothers that keeps the delinquents away, I will not try to explain. Now I think, brothers, that you might devote at least one evening out of the month to attend meetings, and strive to do what laid in your power to benefit the Order. There is no reason why we should not have one of the strongest divisions in the State if the brothers would take a little more interest in it, as there are a large number of good reliable men running on the different roads leading into Albany, and making it their headquarters here, who would gladly come into the Order if it were fairly represented to them. Too much praise cannot be given to Brothers Eagan Dillon, Sheldon, and a few others, for their valuable services in behalf of the Order. Would that we had a few more like them. Brothers Cosgriff, Jeffreys, Mason and McCammon, were recently promoted to passenger trains, much against the will of the two latter, however, who, with the permission of the Superintendent, resumed their old runs on freight. The ladies feel very much aggrieved to think that Bro. M. did not keep the passenger train; they said that he looked "just too nice for anything" in uniform. You did not do quite right, Ed., in disappointing the fair sex (with whom you are such a great favorite) so badly. But never mind, Ed, we'll forgive you; it is not a very desirable position anyway (the passenger train, I mean).

We were badly disappointed on the evening of Nov. 23d by our Worthy Grand Chief Conductor, whom we expected would visit us on that date. The boys made preparations to receive him in a manner that befitted the G. C. C. of the O. of R. C., but as Bro. Wheaton did not appear the boys were obliged to bear with their disappointment and return to their homes. Bro. Dillon tendered us his report of the proceedings of the Convention recently held at Louisville, and desired us to tender his thanks through the columns of the MONTHLY for the many courtesies he received at the hands of his Brother Conductors while on his journey to and from Louisville.

"MIDGET."

SCIENTIFIC AND MECHANICAL.

A NEW MAILING MACHINE



The above cut represents a new and improved device for addressing packages, periodicals, books and small bundles with ease and dispatch. It is so constructed that the label passes over an endless belt, revolving on a roller which is also revolving in a paste box and furnishes the label strip with paste, the belt carrying the label strip forward to the plunger, which cuts it off and pastes it upon the package, each reverse motion of the plunger bringing forward the next label. It is adjustable to any width required, and acts with ease and perfection.

It is the invention of Alphonso LeRoy, of Dunkirk, N. Y., and Benjamin Martignoni, of Westfield, N. Y., said Martignoni assignor to Galen B. Everts, Dunkirk, N. Y. Application filed March 23, 1885. Patent issued Sept. 8, 1885.

Negotiations for State rights, royalties, forms and all particulars pertaining to the machine can be obtained by corresponding with, or visiting personally, Galen B. Everts, Box 568, Dunkirk, Sec. and joint owner.

G. B. Everts, the assignee of the above described patent, will be remembered by the older members of the Order as a member of the Grand Division, and at one time of the Executive Committee, and all his friends will wish that he may make a "barrel" of money. See the advertisement in this issue of the MONTHLY.

Substitutes for cross-head "brasses," made of apple-tree wood, were lately taken from a Philadelphia engine. They had been in use eleven years, and were replaced by similar ones.—*Am. Machinist*.

THE MOST ECONOMICAL LOCOMOTIVE IN THE WORLD.

In reply to inquiries about the quantity of fuel burned per train mile by the Wootten locomotive, which he was running with a $6\frac{5}{8}$ -inch nozzle, Mr. John J. Bingley, Master Mechanic of the Hanover & Gettysburg Railroad, writes us many interesting particulars about the work done by the engine. The engine runs a local accommodation freight train daily, doubling 51.2 miles of track that rises 515 feet between the starting and terminal stations, and is rolling all the way. The regular day's work of the engine is, to be taken out at 3 A. M., to get the train ready for starting at 4:20 A. M. All the way station switching work has to be done, and the engine does not get back till 7:28 P. M. By the time the engine gets the train put away she has been working 17 hours. The trains hauled are a fair average for any freight train. During the week ending Sept. 6, when a close record of the fuel used was kept, the engine moved 229 loaded, and 135 empty cars, besides a passenger coach. The engine is credited with 4 hours' switching per day, which seems to be within the limit of work done. To do all this work, the engine burns 3,600 pounds of the finest dust Cumberland coal. Reckoning six miles per hour for switching, the engine makes 128 miles per day, the fuel consumed being 28 pounds per train mile. It is doubtful if there is a locomotive on any other railroad pulling a freight train of equal weight, and doing the work with such a small consumption of coal; and we are certainly safe in saying that no locomotive running ordinary trains costs so little for fuel.—*National Car Builder.*

AN UNFULFILLED PROMISE.

A distinguished member of the Order who is a prominent Grand Officer and whose long experience on the rail well qualifies him for the task, promised a long time ago that he would write an article for the MONTHLY on boiler explosions, soon. As the article has not yet made its appearance, we are led to conclude that some people's ideas of "soon" differs from that of others, and if it don't come to light sooner than the preceding "soon," we shall ask him to "stand up and be counted."

A NEW ENGINE.

One of the new "culm" burning engines drew D., L. & W. train No. 9 into the city to-day. It made the trip from Scranton to Elmira on time, and is the first of the kind to run over the road, although they are in use at

the Scranton yards. The engine drew out train 10 this afternoon. The engine was in charge of Master Mechanic Charles Graham, of Kingston.

—*Elmira Gaz.*

The editors of the different departments of the MONTHLY labor in harmony, aiding each other by suggestions, as well as by preserving for each other anything that may be observed. In compliance with this custom, the managing editor laid the above item, which his shears had captured, on the table of the railway editor, remarking, "Here's something about 'nengin' for you." The railway editor glanced at the paragraph and "What'n thunder's culm?" caused the entire force to cease their labors and listen to the explanation of the fashion editor, that it was common among those who aspired to be the leaders of the ton to so abbreviate the word "culminate," as for instance, Ave. for avenue, etc., and that it was frequently heard in the society which he occasionally graced with his presence. This would undoubtedly have concluded the matter had not the railway editor asked the fashion man to explain what kind of an animal a "culminate burning engine" might be. The fashion man kindly began a lengthy explanation that it was the culmination of the effort of builders to produce an engine in which combustion should be perfect, when he was rudely interrupted by the scientific editor with "Oh! give us a rest; a slick collared dude like you'd better try and find out what color elephant's breath is, and let me tackle this one, which is right in my line. A culm is the new device for mixing petroleum with steam and using it for fuel. We tried it down on the A. & P. when I was running there in '68, but it didn't work good'n we had to give it up. They're using it on the N. P. and C. P. now. I saw a piece about it only a day or two ago, but I forgot to cut it out; if any you fellers run across it, copper it, will ye?" The railway editor insinuating that the man of science drew on his imagination very liberally, led to a somewhat heated controversy, which finally resulted in a wager of cigars for the crowd, and the managing editor was requested to go out and borrow the use of a dictionary. He soon returned with the following definitions, carefully written out by the owner of the dictionary, who declined to allow his book to enter the sanctum of the MONTHLY, and this is why we are led to suppose that the Lehigh is experimenting with a product of the Pennsylvania mines which has hitherto been useless:

"Culm: Mineral coal that is not bituminous; anthracite coal, especially when found in small masses; glance-coal."

RAILWAY PATENTS.

Of seventy-seven patents relating to railways issued during the month of December, two are for automatic brakes and thirteen for car-couplers.

The following is a list reported for the MONTHLY by Louis Bagger & Co., Patent Solicitors, Washington, D. C.:

- 331,467. Car Coupling—P. A. Aikman, Windsor, Ont., Canada.
- 331,039. Car Coupling—J. Hirn, Chillicothe, Ohio.
- 331,317. Car Coupling—S. Moorman, Lafayette, Ala.
- 331,315. Grain Car Door—W. McGuire, Chicago, Ill.
- 331,307. Car Heater—W. C. Baker, New York, N. Y.
- 331,388. Railway Car—J. A. Enos, Peabody, Mass.
- 331,292. Car Wheel—J. Ferguson, Bridgewater, Mass.
- 331,692. Cuspidor for Railway Cars—J. J. Enright and D. J. May, Detroit, Mich.
- 331,387. Suspension, Railway and Car Hanger—J. A. Enos, Peabody, Mass.
- 331,594. Railway Frog—F. C. Weir, Cincinnati, Ohio.
- 331,333. Railway Gate—C. S. Riffin and A. E. Gummerson, Newark, N. J.
- 331,612. Railway Rail Coupling—H. C. Burkhead, Hardin Springs, Ky.
- 331,525. Railway Switch—A. J. Moxham, Johnstown, Pa. (two patents).
- 331,893. Car Axle Box—C. H. Kock, Avoca, Iowa.
- 332,112. Car Axle Box—J. Sagmeister, Omaha, Neb.
- 331,671. Car Brake—C. F. Wonlfarth and C. W. Wakefield, Norwich, Conn., (re-issue).
- 332,021. Combined Ventilated Vegetable and Stock Car—M. T. Taylor, Mobile, Ala.
- 332,007. Dumping Car—R. Savage, South Melbourne, Victoria, Australia.
- 331,776. Car Step—J. A. Doyle and T. L. Scurman, Philipsburg, Pa.
- 332,080. Stock Car—R. E. Ismond, Chicago, Ill.
- 332,119. Car Wheel—J. A. Hagan (deceased) and J. F. Thoms (administrator), Three Rivers, Mich.
- 332,093. Nut Lock—S. T. Legett, Big Rapids, Mich.
- 331,848. Nut Lock—J. Tracy, Freeport, Ill.
- 331,868. Railway and Tramway Chair or Rail Fastener—W. Corteen, Sheffield, England.
- 331,834. Cable Railway—R. Solano, Brooklyn, N. Y. (two patents).
- 332,106. Footguard for Railway Frogs, etc.—F. B. Piatt, Lansing, Mich.
- 331,902. Rope Railway Gripping Device—W. H. Milliken, San Francisco, Cal.
- 331,879. Railway Signals—J. W. Henderson, Philadelphia, Pa.
- 331,853. Railway Signal—L. E. Watson and D. H. Hulit, Ocean Grove and Asbury Park, N. J.
- 332,097. Apparatus for Preserving Railway Ties—J. A. Mathien, Detroit, Mich.
- 331,859. Railway Train Indicator—W. Akin, New York, N. Y.
- 331,836. Carrying Pulley for Cable Railways—R. Solano, Brooklyn.
- 331,837. Conduit for the Cables of Cable Railways—R. Solano, Brooklyn.
- 331,835. Curvilinear Conduit for Cables of Cable Railways—R. Solano, Brooklyn.
- 332,324. Car Brake—W. M. Brisben, Philadelphia, Pa.
- 332,380. Car Coupling—C. A. Chamberlain, Canton, N. Y.
- 332,617. Car Coupling—A. T. Lott, Coldwater, Miss.
- 332,353. Car Coupling—C. S. Maynard, Paw Paw, Mich.
- 332,544. Car Coupling—S. F. McAllister, San Marcos, Tex.
- 332,430. Car Coupling—G. D. Pearson, Montreal, Que., Canada.
- 332,316. Car Coupling—J. H. Wilkin, Loveville, Pa.
- 332,540. Nut Lock—J. B. Law, Darlington, S. C.
- 332,669. Nut Lock—C. Maldner, Chicago, Ill.
- 332,288. Nut Lock—G. P. Rose, Fentonville, Mich.
- 332,384. Fastening Rails to Metal Sleepers—J. Conley, Grand Rapids, Mich.
- 332,289. Stop Motion for Railway Heads, etc.—A. Schaer, Phenix, R. I.
- 332,431. Railway Signal—W. M. Pease, Pittsburg, Pa.
- 332,490. Railway Tie—L. M. Clark, Harper, Kans.
- 332,496. Electric Railway Time Signal—G. Cornell, Crystal Run, N. Y.
- 332,306. Traveling Sign for Railway Cars—G. M. Taylor, Atlanta, Ga.
- 332,378. Car Truck—W. T. Browne, Stockton, Cal.
- 332,682. Car Truck—J. Turner, Detroit, Mich.
- 332,944. Automatic Car Brake—R. Randolph, Rockville, Md.
- 333,051. Car Coupling—L. Bates, St. Louis, Mo.
- 332,870. Car Coupling—J. H. Bradshaw, Sacramento, Cal.
- 333,025. Car Coupling—F. J. Papineau, Jr., New Orleans, La.
- 332,847. Car Coupling—J. E. Swope, Elizaville, Ind.
- 332,704. Double Action Hay Car—J. Drader, London, Canada.
- 332,739. Car Ventilator—W. Y. Ober, Lynn, Mass.
- 332,972. Nut Lock—J. B. Thompson, Chicago, Ill.
- 332,933. Cable Railway—D. J. Miller, New York, N. Y.

- 332,934. Cable Railway—D. J. Miller, New York, N. Y.
- 332,938. Electric Railway—J. F. McLaughlin, New Bedford, Mass.
- 332,926. Electrical Railway—J. F. McLaughlin, Philadelphia, Pa.
- 332,927. Electrical Railway—J. F. McLaughlin, Philadelphia, Pa.
- 332,929. Electrical Railway—J. F. McLaughlin, Philadelphia, Pa.
- 332,733. Railway Frog—W. J. Morden, Chicago, Ill.
- 332,734. Railway Frog—W. J. Morden, Chicago, Ill.
- 332,980. Railway Frog—F. C. Weir, Cincinnati, Ohio.
- 332,762. Gravity Switch Back Railway—L. A. Thompson, Philadelphia, Pa.
- 332,730. Cable Railway Grip—D. J. Miller, New York, N. Y.
- 333,015. Railway Sleeper and Chair—J. Howard and E. T. Bousfield, Bedford, England.
- 332,932. Cable Railway Switching Device—D. J. Miller, New York, N. Y.
- 332,707. Railway Track—J. Frysinger, Rock Island, Ill.
- 332,760. Railway Track Chair—A. A. Strom, Austin, Ill.
- 332,913. Apparatus for Automatically Indicating or Signaling the Passage of Trains upon Railways—H. Lebasteur and S. H. Rouart, Paris, France.
- 332,981. Car Truck—A. M. Wellington, New York, N. Y.

A NUMEROUS ENGINEER.

The *Terre Haute Mail* is the guilty resurrectionist that drags this poor old engineer from his peaceful repose under the title of "Letting the Evening Star Pass":

A railroad engineer, recounting his experiences, said that he had thus far escaped smashups, but that he thought he was "in for it" one night. Said he: "It was a clear autumn evening, and I was running a passenger train in Virginia. We were a little behind time, and I was whooping the old machine along at a good pace. There was a strip of cypress forest to go through, and the road, on clearing it, took a sharp turn to westward. Just as we made that turn my liver came right up between my teeth, for there, coming straight down the track, was another engine, with her headlight flaming in my eyes. I blew 'down brakes' and had my engine reversed before I'd drawn half a breath, and sent the train back on a dead run to a switch station about a mile behind us. I got it on a siding, and waited for the other train that I supposed to be just on top of us, but she didn't show up. I got the agent to wire up the line to see if there were any specials or wild engines in the way, but the answer was that the line was clear. The passengers got out, and began to talk and ask questions, and as for me, I was stumped. I thought of runaway locomotives and train wreckers and tramps. Everything was quiet around the bend so far as I could see and hear. While standing on the station platform I happened to glance westward across a clearing; there was the headlight shining through the cypresses, as serene and steady as you please. It was the planet Venus. Well, if any man had offered fifteen cents for me, he could have had me just as I stood."

This engineer has been employed on every road in America, and he has had the same experience on every one of them, the only variation being that it is sometimes the "Pale Cold Moon" that is met instead of the "Beautiful Star of the Evening." He is the same engineer who reverses his engine and calls for brakes when a fly lights on the cab window to keep from striking a cow on roads east of the Missouri River, and a buffalo on roads west of the "Big Muddy." He was "planted" twenty years ago in the hope that the hand of mortal would never disturb his remains. "Vain hope;" the poor decrepit old man is ruthlessly resurrected from once to half a dozen times each year and made to repeat his "thrilling experience."

"Pity the sorrows of a poor old man,
Whose years have reached three score and ten,"

and let him have the rest to which his eminent services entitle him.

PRESENTATION.

Just before Thanksgiving, the members of the O. R. C. saw on the bulletin board of the C., B. & Q. R'y at Beardstown, Ill., a notice requesting them to meet at their hall Thursday evening, Nov. 26. At the time stated the members of the Order, together with those of the B. of R. R. B., made their appearance at the hall. C. C. Parker was made President of the meeting, and M. Flaherty, of the B. of R. R. B., Vice-President; J. N. Mulhern was made Secretary, with C. S. Morgan, of the B. of R. R. B., Assistant. Each of the Associations were then presented with a package, the one to Division 81 being accompanied by the following letter:

BEARDSTOWN, ILL., Nov. 25, 1885.

C. C. PARKER, C. C.—*Dear Sir:*—I send you herewith a photograph album; the purpose of which is explained on the inside cover of the same.

Will you kindly request each member of this Division of your Order to have his photograph taken and put in the album, and oblige, yours respectfully,

P. H. HOULAHAN.

On the inside cover of the album presented to Division 81 of O. R. C. appears the following:

"Presented to Friendship Division No. 81, O. R. C., St. Louis and Rock Island Division of the Chicago, Burlington and Quincy R. R., by P. H. Houlahan, Trainmaster, this Thanksgiving day, Nov. 26, 1885. This token of esteem is presented with the hope that in years to come it will recall pleasant memories of the days spent together."

It certainly would seem that the relations between the officers and employes of the Rock Island Division are of a very pleasant nature. Mr. Houlahan has been in the service of the company for the past fourteen years, commencing as water-boy. He was regularly promoted, serving a number of years as conductor, two years as assistant trainmaster, and has now been trainmaster of that Division for the past two years. Mr. Houlahan is yet a young man, being but twenty-eight years old, and is esteemed by all with whom he is in any way connected. A committee consisting of J. N. Mulhern, C. S. Morgan and E. D. Terry drafted resolutions of thanks to Mr. Houlahan, which were unanimously adopted.

MORE BLUE ENVELOPES.

Several more vacancies occurred in the ranks of the Central-Hudson conductors on this division. Yesterday it was learned that Conductors Blakeley, Slade and Luce had been retired. Messrs. Blakeley and Luce have been in the service for years, and are too well known to require any complimentary mention in these columns. Mr. Slade's retirement was something of a surprise, as he assumed the duties of Conductor Treadway only about two weeks since. It is claimed that the reason for his discharge is that the Central-Hudson company had just learned that he left the New

York Central sleeping car service on account of an alleged duplex ticket difficulty. William Fields, William Powell and George Fisher were given the positions vacated. In the afternoon the retirement of Conductors Wood and Dutton were announced. Both are old conductors, and have been in the Central-Hudson service for years. It may be needless to say that the end is not yet.—*Rochester, N. Y., Democrat and Chronicle.*

TRAIN ORDERS.

A correspondent sends the following train orders, and asks what the conductor should do after receiving order No. 308 at Langs:

Train Order No. 283.
Nov. 20, 1885.

To Conductor and Engineer:
Special West, at Los Angeles Station.
Run to Mojave, avoiding regular trains. Do not pass Newhall without orders.

12

Eggleston, Conductor. Brown, Engineer. E. E. H., Dispatcher.
Order No. 283 is correct. Time received, 10:45 A. M.
E. E. H., Dispatcher.

Train Order No. 301.
Nov. 20, 1885.

To Conductor and Engineer:
Special West, at Newhall Station.
Do not pass Langs without orders, unless engine 29, Smith, Engineer, is there.

12

Eggleston, Conductor. Brown, Engineer. E. E. H., Dispatcher.
Gifford, Receiving Operator. Time Received, 12:10 P. M.
Order No. 301 is correct. E. E. H., Dispatcher.

Train Order No. 308.
Nov. 20, 1885.

To Conductor and Engineer:
Special West, at Langs Station.
No further orders for you at Langs.

12

Eggleston, Conductor. Brown, Engineer. E. E. H., Dispatcher.
Austin, Receiving Operator. Time Received, 1:14 P. M.
Order No. 308 is correct. E. E. H., Dispatcher.

It is the opinion of the MONTHLY and several veteran conductors who have been consulted, that the Special West should wait at Langs for engine 29, for while it is evidently the intention of the dispatcher that it should proceed regardless of engine 29, there is still room for grave doubt, and if ye editor had been conductor of the Special West it would have waited, unless further orders had been received. Order 301, "Not pass Langs without orders, unless engine 29 is there," makes a meeting point for the Special West and engine 29, and No. 308 "No further orders at Langs" does not recall No. 301, although it is the evident intent of the dispatcher to do so. Had the special and engine 29 collided west of Langs, the con-

ductor and dispatcher would have been equally responsible, the conductor for passing Langs without an order distinctly annulling the meeting point, and the dispatcher for giving an indefinite order, and one which certainly should *not* have been given under the circumstances.

The conductor of the Special West might well suppose that the intent of order 301 was to make a meeting point at Langs for engine 29, and to hold him for orders to make a meeting point for a second east bound train, and upon his arrival at Langs the dispatcher, finding it unnecessary to give further orders, recalls that portion of order 301, expecting the special and engine 29 to meet at Langs. It is true that in such a case, order 308 should be "Meet engine 29 at Langs, no further orders," and if the intention was to have the special proceed regardless of engine 29, order 308 should simply be, "Order No. 301 is recalled," thus leaving no possible room for doubt, while we submit that the conductor who would leave Langs before engine 29 arrived on the above orders, would not be taking "the safe side in case of doubt," and, as remarked above, if the MONTHLY had been in charge, the wheels would be getting flat on the side track yet it engine 29 had not arrived.

We would be glad to have the opinions of our readers on the point.

THAT ST. LOUIS MEETING.

The following item has been published in nearly all the leading papers, and it is needless to say to members of the Order that the only foundation for it is, that C. S. Wheaton met members of the Order from Missouri and Texas to consult on matters of local interest to them. We also give an interview with Bro. Wheaton from the *Elmira Gazette*, but we will wager the *Gazette* a good cigar that he did not say anything about the "Conductors' Brotherhood":

ST. LOUIS, Dec. 23.

A number of railroad conductors engaged on the Missouri Pacific system, headed by C. S. Wheaton, Grand Chief Conductor of the Order of Railroad Conductors, have been in secret session here to-day. It is stated, on reasonable authority, that the purpose of the meeting is to take preliminary steps looking to a consolidation of the Order of Locomotive Engineers and Firemen and the Conductors and Brakemen, and to take measures to resist an anticipated movement to cut down time and pay of conductors by the managers of the Gould system.—*Cincinnati Enquirer*.

The above item has been going the rounds of the papers for some time past. Grand Chief Conductor Wheaton was in Elmira this morning, and when shown the above and interrogated regarding it, he said:

"The organizations of railroad men referred to are, I believe, all in a

prosperous condition, especially the Conductor's Brotherhood. There are no especial reasons why we should sink our organization in a consolidation."

"Have any overtures toward such a combination been made?"

"Not that I know of. Overtures of such a nature must of necessity come from the other organizations, as we are amply able to father our own interests."

"What started the rumor that a consolidation was intended?"

"Oh, the reporters. We held a secret session in St. Louis, and of course the reporters were bound to devise some reason for the meeting."

"Do you think such a consolidation will ever occur?"

"Well, the time may come, but there must be some changes first, which I do not care to designate."

"Is the Conductors' Brotherhood prosperous?"

"Indeed it is. It never was on a better footing. We believe in the principle of arbitration. We think that the conductors cannot afford to have the trains stopped. In four cases of arbitration since the meeting of the Grand Division the companies have accorded all asked, and in two instances granted more than was expected. Here's another little note, too. In the changes on the New York Central Railroad the promotions have, except in one case, been to members of our Order."

A SUCCESS.

We clip from the Bloomington *Leader* an account of the ball given by Division No. 87. The MONTHLY received a complimentary, but couldn't find time to be present:

Turner Hall was filled Thursday evening by friends and admirers of the Order of Railway Conductors, who were enjoying their third annual banquet and ball. The hall was gaily decked with red, green and white lanterns and flags, a very pretty monogram of the Order hung in front of the stage, and a United States flag was draped over the main entrance. An elegant supper was served at 12:30 by H. W. Stewart, of the Old Wait house, which was appreciated by all. Prof. Seibel's orchestra furnished the music, with John Miller as prompter. Many prominent ladies and gentlemen from Lincoln, Atlanta and surrounding towns were in attendance, beside Supt. Richards, Mr. H. F. Hawley and lady, Mr. N. C. Phillips and lady, and other prominent railway officials and citizens of the city, and many of the city officers with their ladies. All present had an enjoyable time, and one that will long be remembered. Much credit is due to the following committees, who were untiring in their efforts to please:

Arrangement Committee.—F. L. Chase, Geo. M. Stewart, Miles Burns, W. B. Kaywood, J. W. Loomis, S. T. Powles, J. C. Hurley, D. Donahue and Geo. Patridge.

Reception Committee.—The following gentlemen with their ladies composed the reception committee: M. V. Shaver, W. B. Kaywood, D. Donahue, George Brooks, Harry Gray, E. Roberts, Harry Harrington, Charles Firth, Charles Wilson, J. W. Loomis, H. S. Monahan, J. H. Weed, J. Weinhardt, J. J. Rickets, W. H. Holmes, I. O. Triebel, B. W. Adams, T. F. Kent, J. M. Spain, Harry Fowler, T. Payne, J. H. Weiting, George Greene, S. G. Marshall and Geo. A. Briggs.

Floor Committee.—The floor committee was in charge of Sam T. Powles, chief G. M. Waldron, M. Burns, A. H. Guernsey, F. P. Butterfield, J. B. Holmes, G. M. Stewart, J. C. Hurley, J. Smalley, F. I. Northrup, F. C. Wells, Tom Hughes, J. A. Beck, C. M. Fuller, Geo. Patridge, Frank Monohan, C. H. Rice, J. Doonan, W. H. Smith, M. Horen, D. T. Enright, E. O'Brien, E. S. Miller, Tom Garry.

Special mention must be made of the veteran "Jack" Ruben, who has been hard at work for the past month arranging the details. Jack was appointed by the Order chairman of the board of trustees at the recent meeting, and all committees were instructed by him.

—Business on the Erie, Lackawanna and Northern Central Railways is remarkably heavy. The companies are taxed to their full capacity to move the freight.

—"So Vanderbilt is dead," said the freight brakeman. "I saw Billy once, and at that time I wished I hadn't. It was when I was a brakeman on the Central. One day we were shifting cars at a little station near Syracuse, when a special car, with locomotive attached, came in and stood on the main track near where we were at work. Special cars were not very uncommon, and we didn't pay much attention to this one. Pretty soon I was making a coupling, but the infernal link wouldn't fit. I tried it two or three times, and the engineer got out of patience backing up for me so many times, and I begun to get mad myself. Then I gave it another trial, but still it wouldn't work, and then I took that link and gave it a sling into the creek, and swore in the bargain. In about ten seconds I heard some one calling me, and, looking up, saw a plug-hatted and side-whiskered man standing on the platform of the special car. I knew him as soon as I laid eyes on him—it was Billy Vanderbilt. 'See here, young man,' says he, 'I've been watching you. Do you know whose property you have been throwing into the creek?' 'Yes, sir,' says I, trembling, and expecting to be bounced the next minute. 'Well, whose was it?' 'The Pennsylvania Railroad's, sir,' says I. 'Oh,' replied Vanderbilt, and then he went into the car and shut the door. I wasn't bounced, either."

—*Chicago Herald.*

—Bro. Harry Gilmore has been appointed General Yard Master, with jurisdiction over all the yards of the Union Pacific Railway. Harry is qualified for the position.

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

Note the date on your address label and see if your subscription expired with the December Number, and if it did, send your renewal quick, as no more books will be sent until your subscription for 1886 is received.

MOVED!

After "boarding 'round" during its existence, the Order is finally located for all time, unless unforeseen contingencies arise, and the offices are very pleasantly situated where they will probably stay until we are "wealthy" enough to build us a house of our own.

The task of moving was at best an unpleasant one owing to the unavoidable delay to the business of the Order, and still further delay was occasioned by storms, so that from the time that we commenced "packing up" on the morning of Dec. 7, until the 15th, we were unable to do anything at all, and are only just getting settled now. For the delay in this issue of the MONTHLY, we ask your forbearance and will try and be on time hereafter.

THE FELLOWSHIP OF PASSENGER CONDUCTORS.

It is with reluctance that we take up the matter of this Association and its relation to the action of the last session of the Grand Division of the Order, but we do so under the conviction that it is due to the members of that body as well as to the members of Division No. 162.

It is a well known fact that some few of the railways in the United States, promote their passenger brakemen and baggagemen to the position of passenger conductors, and that on these few roads, freight conductors are seldom if ever, given passenger trains. This would naturally lead to some little feeling between the conductors of freight and passenger trains on these roads, as it is almost universally conceded that a passenger conductor should receive some training on a freight train, and it is the *almost* universal custom to promote the conductors of freight trains, as a reward for faithful and able service.

We are credibly informed that while Mr. Thompson was General Manager of the Pennsylvania Railroad, freight conductors could look for no further promotion, but all passenger conductors were made from baggagemen. When Division No. 123 was organized, it was composed, as they took particular pains to inform divisions in their circular, complaining of the arrest of their charter, exclusively of passenger conductors. We have also been informed by members of the Order, who were members before the organization of Division No. 162, that it was an open secret that "no freight conductor need apply" for admission to Division 123.

Now a brief history of the organization of Division 162. The application for charter was received by Bro. Wheaton the day we were preparing to leave Elmira for Boston to attend the Grand Division and was filed without any examination, action being postponed until the return from Boston.

While at Boston Bro. Wheaton casually spoke of the petition to the delegate from Division 123, adding that the petition would probably be referred to them. Upon taking up the matter after his return, Bro. Wheaton found that the petition was recommended and approved by a division whose members ran in direct connection with the conductors who petitioned for a charter, and who were personally acquainted with the petitioners, and in a much better position to know their qualifications and fitness than the passenger conductors who composed Division 123. It is well known to all railway employes, that on the large lines of railway the acquaintance between the conductors of freight and passenger trains is very limited; in many cases the passenger conductors do not know the freight men either by name or sight, and this to a great extent at least, was the case of the members of 123, and the signers of this petition.

Finding the petition thus recommended by members personally acquainted with the signers and not knowing at that time that 123 had any objection to the organization, the Grand Chief Conductor naturally concluded all would be satisfactory, and directed the issue of the charter and arranged for the organization, giving to his clerk, Bro. Hy Shew, a minute of the divisions to be notified of it, and that minute is now on file in this office with the notation that it had been complied with and the numbers checked, and No. 123 is on that paper, showing conclusively that if 123 did not receive a notice as they claim, that it was not the fault of the Grand Chief Conductor.

It is also claimed by them, that the Deputy who organized 162, rode into Philadelphia with a member of 123 and did not say anything to him of the organization. Bro. C. A. Wood of No. 9, was the deputy and it would seem singular that he did not mention the fact if he knew the conductor of the train he was on was a member of the Order, and if he did not know it, he might easily have ascertained, but why the Grand Chief Conductor should be held responsible for this oversight, as it undoubtedly was, of Bro. Wood, is a problem, unsolved by us as yet.

Soon after the organization the Grand Chief Conductor received the letter which caused the trouble, and which is familiar to all members of the Order.

After referring the matter to the Executive Committee and endeavoring in every way to arrive at a satisfactory solution of the difficulty without sacrificing the dignity of the body he represented, the charter was arrested by the Grand Chief Conductor.

Now note the action of all interested and decide as to who wished the Grand Division to pass fairly on the case, after hearing all pertaining to it. The writer of this article wrote to the late secretary of 123 in ample time before the last session of the Grand Division and urged the members of that division to send a representative to Louisville prepared to balance their account that there might be nothing in the way of giving them a fair hearing and pledging himself to aid them in every way for that purpose, and that letter was written with the full knowledge and approval of the Grand Chief Conductor, and we think that he personally urged the same thing.

Your attention is called to the circular issued by 123 and which was not received by either Divisions 9, 58, or any Grand officer until a copy was sent to the office by a member of an Iowa division, presenting but one side of the case and unfairly, asking judgment on that *ex-parte* testimony, and that you should instruct your delegate in their favor without giving the Grand Chief Conductor an opportunity to be heard. When this circular came to his notice, he simply requested divisions to withhold their decisions until *all* the facts were heard. Did that indicate any desire to do injustice to 123?

About that time or soon after, the organization of 162, in pursuance of the plan adopted by Mr. Pugh, when he became General Manager of the Pennsylvania, viz., that

of making passenger conductors from the freight conductors instead of from baggagemen, several members of 162 were examined for promotion and now quite a number of them are running passenger trains, though they were all "freight men" when the division was organized, and this fact has added to the jealousy of the former members of 123. In speaking of these men, we refer to the majority and not to all as there were some who objected to the action of the division, but being in the minority, could not help themselves. The whole trouble has arisen from those men who have endeavored to make a "class" distinction between the freight and passenger conductor, and finding they could not do so in the Order, they endeavor to effect their purpose by instituting their Fellowship of PASSENGER CONDUCTORS. A man, no matter who he may be, who, because he is employed as a passenger conductor, thinks himself too good to associate with those employed on freight trains, whether as conductors or brakemen, is unworthy the respect of all good men and true, and we sincerely hope that all such will leave the ranks of the Order. Out upon such snobs, say we. If he behave himself and tries to do his duty, no matter what his position, "A man's a man for a' that."

If any interested, feel aggrieved by the utterances of the MONTHLY, its columns are open to them to reply, and in conclusion, we wish for the "Fellowship," just the measure of success it deserves, and believing our statement to be true in every particular, we submit the case to the passenger conductors of the United States who are being solicited by circular to join the "Fellowship" organized by these recreant members of the Order.

A MISTAKE OF THE LABOR INTEREST.

An editorial in a late number of the *Railway Age* is so exactly to the point that we cannot forbear quoting it entire, and commend it to the careful consideration of those who would change the fundamental principles of the Order:

The alleged conflict between labor and capital which a class of agitators are so fond of insisting upon has been suggested during the last few weeks by disturbances in several localities. At St. Louis the street railway employes, under the auspices of the Knights of Labor, engaged in a protracted strike which toward the last was made disgraceful to those engaged in it and dangerous to the peace of the community by the use of dynamite in the streets, wrecking cars and threatening lives and property. When these outrages occurred, the officers of the Knights of Labor vehemently denounced them and declared that they were not the work of members of the order but of outsiders; but very soon the arrest of several officers and members of the order upon evidence that they were themselves the dynamite fiends disproved these assertions and developed the dangerous nature of the organization.

A little later, owing to some disagreement with a steamship line at Galveston, Tex., the Knights of Labor declared war there and at Houston, near by, not only upon the steamer lines, but practically upon all the railways, by forbidding the handling of freight, thus causing a blockade extending over several days and inflicting great loss of property. No complaint was made against the railways, and yet the effect of this "boycotting" warfare was to cause the railways very great loss—an illustration of the unfair working of such movements for regulating labor questions.

We do not oppose the gathering together of men, in any avocation for the purpose of peaceably obtaining an improvement in their wages where the demand is just, but the trouble with a great secret organization like the Knights of Labor is that it is an absolute tyranny, its members placing themselves body, and we might almost say soul, at the arbitrary bidding of a few men whose fiat may throw out of employment tens of thousands of

workers and bring riot and bloodshed upon the country. Railway employees are as a class fair minded, industrious and honorable men, willing to give a full equivalent for their pay, and are entitled to respectful consideration for increased wages. They are not as a class, dynamiters or rioters, or dangerous to the community; they are peaceful, law-abiding citizens and their minds revolt at the idea of using force and violence toward their employers. But when they join one of these secret iron-clad organizations, these good citizens and self-respecting, law-abiding men surrender control of themselves; they enter a voluntary servitude to an irresponsible power at whose orders they may plunge themselves and their families into misery irremediable. Some of the objections to secret trade unions in which the strike principle is recognized are well stated by a recent writer in the *Century* magazine thus:

They are not organized to promote education in their several industries; to facilitate apprenticeship; to introduce new and improved methods; to encourage the introduction of labor saving machines; to equalize wages by equalizing intelligence and industry. On the contrary, apprenticeship is discouraged, new methods are obstructed, the introduction of labor saving machinery has been more than once made the occasion of a strike, and the equalizing of wages is attempted by leveling down, not by leveling up. The trades union is not organized, like a political club, for purposes of persuasion, nor like a literary club, for purposes of education, nor like a co-operative club, for purposes of industrial benefit; it is organized to protect its members against the oppression of employers, or to wrest from the employers a large share of the profits. It is founded on the assumption that the interests of employer and employed are antagonistic; and that combination is necessary to protect the employed from their employers. As it is essentially military in its aims, so is it in its structure. It is ruled over by a directory scarcely less absolute than that which governed the revolutionists in the days of Mirabeau. This directory sits in secret, issues its orders, demands implicit obedience, and enforces it by industrial excommunication, and often by open violence or secret assault.

We do not believe that the railway men of this country need to band themselves into organizations of this kind in order to obtain fair treatment from the interests for which they work. Railway managers are not tyrants and despots who must be threatened by secret bands of violent men. Most of them have themselves come up from the lower ranks of the service, and all of them have a hearty sympathy with their employes and honestly desire to see them as well paid as possible, and to assist in making them contented and prosperous. Greater confidence between the rank and file of the railway service and their officers is all that is needed to prevent strikes. When the question of wages arises, if the men will send a committee to the management of the road they will be sure of a fair hearing, and if their claim is based on reason, and it is in the power of the company to grant it, they can confidently expect a favorable hearing. But if they go armed with the threat of a strike in case of refusal, this at once changes the relations between themselves and their officers from that of friends having a mutual confidence in each other to that, apparently, of enemies, and the future connection of these men with their companies cannot be as pleasant or satisfactory to either side as it was before the bludgeon of a strike was brought to enforce a settlement.

The *Railway Age* believes in associations of railway men among those of their own rank or branch of special service for social enjoyment and improvement in their special lines of work, and it has done its share to encourage the formation of such associations as that of the master mechanics, master car builders, conductors, train dispatchers, baggage agents, car accountants and others; but for the sake of these men and all the interests involved, it cannot refrain from again warning them against allowing their excellent and useful organization to be perverted into machinery for organizing and carrying on strikes. Strikes do not pay; they cost more than they come to, and their evil influence extend far beyond the time of their apparent existence. They do not ennoble and elevate, but they bring down the intelligent, industrious and prosperous workman to the level of the thriftless, lazy and unprincipled members of the organization. Strikes are not for the benefit of the better class of men in any avocation, and they should not be countenanced or supported by those who are worthy of better things.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

LI.

Railway Service—Passenger's Right to a Seat—Conductor's Act.—The appellee, Lea, purchased a ticket from L. R. to M., and boarded the train, but could find no seat and refused to deliver the ticket. Near station A. the conductor again requested the ticket, and being refused put him off at that place, but without force. Judgment was had against the company in the lower court, and an appeal followed wherein it is

Held, that the contract was that he should have a seat; that neither party can sever the contract; that the road cannot simply carry him without a seat; that the passenger may refuse to give up the ticket, but cannot accept the carriage without seat and not pay. No recovery could be had, because of the ejection by the conductor. But he could sue the company for non-compliance with the contract. Judgment reversed.

St. L., I. M. & S. Ry. Co. v. Lea. Arkansas S. C., Dec. 5, 1885.

LII.

Contributory Negligence—Severe Weather—Reversal.—Action for personal injuries sustained by plaintiff, an employe of the defendant company, sustained through the negligence of a co-employe under whose direction he was working. The injury complained of was severely frozen feet; the thermometer being thirty-seven degrees below zero. The lower court awarded plaintiff damages, and the company appealed.

Held, that where a "section hand," under the orders of a "boss," voluntarily went upon a hand-car to go to assist in cleaning snow from the track, and while en route complained to the boss that his feet were freezing, and failed to request the car to stop at a tank house with a fire in it, but continued on the journey and was severely frozen, he was guilty of contributory negligence and cannot recover. Judgment reversed and remanded.

Farmer v. Central Iowa R. R. Co. Iowa S. C., Oct., 1885.

LIII.

Passenger Removed from Train—Temporary Insanity—Duty of Conductor.—This suit was brought to recover damages alleged to have been sustained by a passenger who, becoming sick, unconscious and insane, was removed from the train and left unattended until he was in a fit condition to resume his journey, or have the proper care or attendance by some one to the end of his journey. The ejected passenger died, and this action is brought by next of kin. On appeal it was

Held, 1. That it is the duty of a conductor of a railway company carrying passengers to provide for their quiet and comfort, and secure them against the annoying and offensive conduct of other passengers; and where the conduct of a passenger is such as to render his presence dangerous to fellow passengers, and such as will occasion them serious annoyance and discomfort, it is not only the right but the duty of the conductor of such train and company to exclude such passenger from its cars.

2. Under the authorities it seems that it is equally the duty of the conductor to remove from the train and leave an unattended passenger who, after entering upon a journey, becomes sick and unconscious or insane, until he is in fit condition to resume his journey, or obtain the assistance of some one to care for him to the end of the journey. Judgment reversed.

Railroad Co. v. Weber, Kansas S. C., Nov. 18, 1885.

LIV.

Master and Servant—Negligence of Co-Servant—Master's Liability—Engineer.—The plaintiff, who is a locomotive engineer, brought this action to recover damages for an injury sustained while serving the defendant in that capacity.

Statement. The plaintiff while running a freight train under the signals of a passenger train, which preceded him, received the injuries complained of, in consequence of the negligence of the section-master in disregarding the signals carried by the preceding passenger train, which indicated that it was followed by another train, and taking up the track for the purpose of repairing it, whereby the latter train was thrown off, having neglected to place the proper signal to warn the approaching train that the track was not in condition to be used, as required by a rule of the company.

At the close of the testimony in the trial court, a motion by the defendant to nonsuit the plaintiff was granted by the court on the ground that the company was not liable for the injury, because it was the result of the negligence of a fellow servant, namely, that the engineer was a fellow servant with the station master. The plaintiff appealed.

Query: Is a locomotive engineer and a section-master fellow-servants in the sense that the company would not be liable to one for the negligence of the other?

The Supreme Court said: "In order to ascertain whether a given employe is the representative or a fellow-servant with other employes, the true test is whether the person in question is employed to do any act of the master; if so, then he cannot be regarded as a fellow-servant or co-laborer with the operatives, but is the representative of the master, and any negligence on his part in the performance of the duty of the master, thus delegated to him must be regarded as the negligence of the master."

Held, that the company is liable.

Couch v. C. C. & A. R. R. Co., S. C. of S. C., 1885.

NOTE.—The question in this case is as to the nature of the duty, not as to the rank or grade of the person employed to perform it. It is the duty of the railroad company to provide a suitable and safe track over which the locomotive engineers and other servants of that class are required to run its trains, and negligence on the part of those to whom it commits such duty is the negligence of the company. See cases in 59 Mo., 495; 55 Vt., 84; 78 Va., 715.

EMBRYO.

Black List Litigation—Conductor's Status.—As per request we have searched the legal records closely, but have not been rewarded by the discovery of a purely black list case as pertaining to unlicensed employment. A case has been recently filed in the District Court at Waco, Tex., which will be watched with anxiety, and we trust will prove of general interest. The case is entitled *Richmond v. The Mo. Pacific Ry. Co.* The complaint alleges corporation, etc., and that the plaintiff having been discharged from service, and subsequently "Black Listed" by said company, thereby rendering his services objectionable to other companies, whereby he is unable to obtain employment on any road by any company in the United States, although he has repeatedly tried to do so. That two years ago he was employed as conductor of a freight train on the I. & G. N. branch, and was discharged for alleged carelessness. That his name was then printed in a book styled the "black list"; that since that time he has applied to different roads for employment, but upon reference to said book he was always denied service; that railroading was his vocation, and had been for fourteen years, and that he knows no other business. He seeks redress, and demands \$10,000 damages.

The defendant company has not yet filed its answer, and there is no little conjecture as to what the defense will be. It was given out, however, that it would claim that the book they had printed with plaintiff's name in it was done for their private use, and not for common use and circulation among all the railroads in the United States. If it can

be proven that plaintiff was discharged for a misfortune which he could not prevent, or for a trivial fault, and that his name was black-listed and sent to the various railway companies, creating the impression that he is unworthy and an unsafe man, when in reality such is not the case, there is but little doubt but that he is entitled to and can recover damages under the law for having been robbed of his vocation or means of support. The result of the litigation will in due time be published.

Later.—The above case has been recently decided. The plaintiff Richmond recovered judgment against the company for \$800 damages. The Court, however, upon motion of the defendant, set the judgment aside and granted a new trial. The plaintiff courted a new trial, whereby he is confident of obtaining a much larger judgment. The complaint is very voluminous, and the former trial was interesting and thoroughly contested. The fact that an action will lie in a case of black-listing is no longer doubted, and it seems sure that other suits will follow.

YARDMASTERS' DEPARTMENT.

EDITOR MONTHLY:—At the last convention of the Y. M. M. B. A., held in Philadelphia, Pa., there was a committee appointed to revise the constitution and by-laws of the association, with the instruction of the Philadelphia convention, said committee are to make their report to the next annual convention which is to convene in St. Paul, Minn.

By the voice of the convention George A. Anderson, Wm. Blow, Edwin Adams, Henry Harris and myself were appointed said committee. Pursuant to call the committee met in Indianapolis, Oct. 26, 1885. Mr. J. C. Campbell, president of the association, also called a meeting of the officers and executive committee to meet at the same time and place. On my arrival in Indianapolis I learned that Messrs. Blow and Harris were unable to meet with the committee. Messrs. Gilmore, of Omaha, and Dixon, of Chattanooga, were appointed to fill the vacancies.

We were agreeably surprised on our arrival when we learned that Div. No. 1, of Indianapolis had made arrangements to give the visiting members a grand banquet at the Denison House, and right royally did they carry out their arrangements. Covers were laid for one hundred guests, and a finer supper was never sat down to. Mr. J. Q. Hicks, chairman of the executive committee and vice-president of Div. No. 1, was master of ceremonies, and with perfect satisfaction and to the delight and comfort of all guests, he performed his part. All who know Mr. Hicks, know him to be the right man in the right place.

After supper the following toasts were drank:

Our Guests, by Mr. Harrison, of Indianapolis; Our Association, by J. C. Campbell, of Derry, P., who reported our membership to have increased to 1500; Div. No. 1, by Joseph Sanger; Our Co-laborers, by Harry Gilmore, of Omaha; Our Respective Corporations, by J. C. Reed, of Union City; The Press, by George Trask, of *Indianapolis Journal*; The Ladies: Our Wives and Sweethearts, by Capt. Kenney, of Col., Ohio. These responses were full of wit and were much enjoyed by all present.

Quite a number of our members who were attending the Conductors' convention in Louisville, came over to participate in the festivities of the occasion. The banquet was a magnificent affair. The visiting members

were compelled to accept the hospitality of the homes of the members of Div. No. 1, among which we would mention J. Q. Hicks and Joseph Sanger, who so kindly entertained the committee, and furnished a commodious room for the session of the committee on revision of Constitution and By-laws.

We were never more grandly entertained than by Div. No. 1, of Indianapolis. These conventions and assembling of railroad men are calculated to work for the very best interests of the railroad employers and employes, as well as the general good of all interested in the M. M. B. A. With a warm heart and hand for our association, I am yours most truly,

J. C. REED,

Chairman Committee on Laws and Supervision.

THE YARDMASTERS' BANQUET.

THE TOASTS RESPONDED TO BY THE YARDMASTERS AT THE DENISON.

The complimentary banquet of Division No. 1 of the Yardmasters' Mutual Benefit Association of the United States and Canada, to the committee on by-laws given at the Denison House, was a very pleasant affair. Of the sixty-four divisions in the association, the divisions of Chicago, Omaha, St. Louis, Columbus, Louisville, Altoona, and Derry, Pa., were of the number. Owing to the serious illness of the father of Joseph Averill, president of the Indianapolis division, J. Q. Hicks, vice-president, presided, with A. C. Harris, at the head of the table, who, in a very pleasing manner, responded to the toast, "Our Visitors and Guests." In his remarks he alluded to the Union depot of this city as an ancient affair, and suggested that it be removed to the New York Central Park and placed beside the Egyptian obelisk. The toast, "Our Association" was responded to by J. C. Campbell, president of the association. He spoke especially of the growth of the order. "Our Division," was responded to by Joseph Sanger, secretary of the association, which was organized in 1875, at Indianapolis, and of which he has been secretary since. "Our Co-laborers, through the Conductor, the Engineer, the Firemen, and the Brakemen Associations," was responded to by H. Gilmore, of Omaha. The toast, "Our Respective Corporations," was responded to by John Reed, of Union City, at the close of which the prosperity of the association was drank silently, and after spending a couple of hours very pleasantly the party retired.—*Indianapolis Journal*.

—The Columbus Division No. 55, of the Yardmasters' Mutual Benefit Society of the United States and Canada, held a meeting last night at their hall in the Union depot to vote a monogram of the society to the most popular yardmaster. The contestants were, Mr. J. W. Coneys, of the Chicago, St. Louis and Pittsburg division, and Mr. James Flemming of the Panhandle division. Mr. Coneys won the emblem, receiving 486½ votes to 357½ for Mr. Flemming. Captain W. J. Kenney, first vice-president of the association, was present, and presented the defeated candidate with a fine silver lamp. Mr. Jacob Henry in a neat speech presented the successful candidate with the emblem.—*Ex.*

CHICAGO, ILL., Oct. 19, 1885.

EDITOR MONTHLY:—Sitting in my office this rainy day, thoughts of the Y. M. M. B. A. come into my mind. I have concluded to forward you some of said thoughts, which you can use or not.

The Association provides for the payment of \$1,000 to the widow of a deceased member. This is well, so far as it goes; but what of the living member who perchance is thrown out of employment? It may be by the neglect of one of his men or by his own misconduct. The trip to the pay car is stopped; he cannot live without work. Nine times out of ten he is unfit for other employment. His home surroundings compel him to do something to replenish the larder. Application is made to a fellow member for work as a switchman. The one applied to answers, I have no place, call again in a few days, hoping the one applying will not come around again. But in a few days the party calls again, when he is given the cold shoulder instead of trying to help his fellow member. I do not say all will do this. Thank God, some will say, Yes, the first opening you shall have; in a few days the man is at work; and if a man, will try to help the one giving the employment, not try to cut him out of his situation. Take away the insurance and what is left of the Association? We want something that will bind us together and will extend the hand of charity if need be. We ought to help the living member's as well as the dead member's family. We can at least extend the warm hand of fellowship to a worthy brother if we cannot help him to find work. This often goes a good way to help cheer up one that is desponding. A little of the cement of brotherly feeling goes a good way to one in distress, either in sickness or in money matters. Let us have more of it. Mankind was never made by the Great Father to think only of self. The question is, What can be done to help our Association in this respect; namely, the living as well as the dead. I will leave others to answer. I have my views, which I may give you in the future.

DEARBORN.

INDIANAPOLIS, IND., Oct. 28, 1885.

EDITOR MONTHLY:—Your favor of the 19th inst. was received in due season. Will say that the committee finished their work on the by-laws last night, being in session steady all day. We did not learn what changes or what they did do with them; they made the remark that they thought they had made them "iron clad." I will write to friend Reed this A. M. and have him give you what information he can. The committee was a good one and worked well, and we earnestly hope they have succeeded in making a report that will be satisfactory, and be ratified at the next annual meeting with as little work as possible. As for the Association at the present time, we have added 209 new members, six short of what we were at this date (28th) last year. I have inquiries from several points which I think will give us new members in the course of the next month. A new Division will be started in Oakland, Cal.

Monday evening, Oct. 26, a complimentary banquet was given the committee on by-laws, visiting officers and members of the Conductors' Association who had been in session at Louisville, who are members of our Association, by Indianapolis Division No. 1, at the new Denison House. I send you the report our railroad editor of the *Journal* made. He is rather high in his number of Divisions represented. Chattanooga, Tenn., No. 22;

Andrews, Ind., No. 59; Cincinnati, Ohio, No. 5; East St. Louis, No. 11; Chicago, No. 15; Omaha, No. 26; St. Louis, No. 3; Columbus, Ohio, No. 55; Louisville, No. 7; Altoona, Pa., No. 53; Derry, Pa., No. 41; Terre Haute, Ind., No. 10, were represented. Wm. Blow, of Windsor, Ont., and Henry Harris, two of the committee on by-laws, sent word they could not be present at the session of the committee, and Gillum C. Dixon, of Chattanooga, Tenn., was selected to act in place of Mr. Harris, and Harry Gilmore, of Omaha, in place of Mr. Blow. The absence of Messrs. Blow and Harris was much regretted, as they were considered very valuable men on the committee, and we hope their places were well filled by their substitutes. Mr. Campbell, our President, and W. J. Kenney, 1st Vice-President, were present, and Mr. Kenney responded to the toast "Our Ladies" in a splendid speech. Of the thirty-five original members who organized this Association here at Indianapolis in February, 1875, only twelve members are on the rolls to-day, and six of them were present at the banquet.

Respectfully,

JOSEPH SANGER.

WILMINGTON, Oct. 24, 1885.

EDITORS MONTHLY:—Yours of the 19th to hand. In reply would say, at the last meeting of Division No. 37 (Sunday, Oct. 18) we appointed Wm. Baird to furnish articles for the MONTHLY, and I think he will keep you posted in regard to the doings of Division No. 37. Also the Division subscribed for one copy of the MONTHLY. I think you will also hear from our Secretary and Treasurer, B. F. Donnecker. You will therefore be supplied with enough matter from Division No. 37 for December number of the MONTHLY. One of these days I will grant your request and send you an article. One thing you can be sure of, the members of Division No. 37 are alive, and are working to make the Y. M. M. B. A. a grand success.

Yours truly,

E. M. CARTER,

Care of P. W. & B. R. R. Co.

—Bro. John C. Carney, of Div. 8., who has officiated as Gen. Yardmaster for the U. P. Ry., at Denver, Col., for the past four years, resigned his position lately, and we learn has been offered something better East.

—Bro. Sam. Stewart, late Gen. Yardmaster of the Denver & Rio Grande R'y at Pueblo, Col., resigned in October to accept a similar but more lucrative position with the Union Pacific R'y at Denver. Sam is a member of Division No. 8.

—We erred in the November MONTHLY when we stated that Division No. 15 had paid \$16 in assessments during the past fiscal year. The figures should read \$816.

MENTIONS.

- Note ad. of the Comet Medicine Co., and write them for testimonials.
- Bros. Fothergill, Wimsett, Sadd, Stetson, and Milliken made pleasant calls at our office on Dec. 15.
- We sincerely regret to learn of the death of the father of Bro. Chas. W. Evarts. No particulars are given.
- Attention is called to the advertisement of the Railway Conductors' Accident Insurance Association, in this number.
- Conductor Shultz, of the N. Y., P. & C., was killed during last month by falling between the cars of his train, near Gallion, Ohio.
- We are pleased to note promotion of Bros. A. H. Perry and E. P. Conklin to the passenger service of the N. Y. C. & H. R. R.
- Bro. Chauncey Monahan had the misfortune to be knocked from his train by a bridge some time ago and is just getting around again.
- Bro. I. D. Baldwin has been appointed District Passenger Agent vice Col. Emmett, resigned. Shake, Bro. B., and the readers of the MONTHLY all join.
- We are pained to learn that a little son of Bro. Eugene Root, of Division No. 43, had both legs crushed so badly that they had to be amputated below the knee.
- Milton H. Smith, whose advertisement will be found in this number, is out with new designs of society cards for the Order as well as for the B. of L. E., B. of L. F. and others.
- Bro. Wm. Gallagher, of Henwood Division, mourns the loss of two fingers which he had crushed while in the discharge of his duty. He is now at his home in Decatur, Illinois.
- Angus Sinclair, editor of the *National Car Builder*, was among the first to tender assistance upon our arrival in a "strange land," and is gratefully remembered for his kindness.
- Our associate reports a pleasant visit with Mr. John C. Reed, of Union City, a few days ago. Mr. Reed is chairman of the Committee on New Constitution for the Yard Masters' Association.
- It is believed that the true identity of D. L. Long, alias Bradford, alias —, is no other than Dave Davis, formerly employed as brakeman on the G. T. Ry. in Canada, and is well known there.
- We had intended to publish in this number Bro. E. B. Coman's "Grasshopper Speech," but it, with several interesting communications, among them one from Bro. Coman, are crowded out.
- Bro. A. G. Post is again confined to his home in Kent, Ohio, by rheumatism. As soon as he can be moved he will go to Hot Springs, Ark. Bro. Boynton has charge of his train during his absence.
- There are "lots of folks scattered around" who will be glad to learn of the promotion of S. D. Heady, a member of Alamo Division, No. 59, and who is now trainmaster on the So. Pac. Ry. at Mojave.
- The trains on the B., N. Y. & P. Ry. out of Buffalo are in charge of Bros. Drake, Love and Burns. It will be hard to find three men better fitted for the positions. They are "three of a kind," indeed.

—The "Rock Island," on Sunday, Dec. 13, brought into Chicago 300 cars of live stock, the largest amount handled in one day by that company during its existence, and a creditable day's work for any road.

—Sir Knight Ketchum has our thanks for an invitation to attend a complimentary reception given by La-Co-Tah Commandery, and the knightly courtesy is none the less appreciated because we were not present.

—John R. Sandy, a well-known and popular conductor on the C. & N. W. Ry., and a past grand officer of the Order, buried his aged father Dec. 21, and has the sincere sympathy of his many friends and associates.

—Mr. James Day, an old-time conductor and engineer on the Central Hudson Ry., and latterly proprietor of the Bracket House in Rochester, has sold his interest and retired to private life, much to the regret of his many friends.

—The many friends of the veteran I. C. conductor, George C. Newton, will be glad to see him once more at his old post, after a long rest for the sake of his health. We hope that his betterment may continue.—*Waterloo (Iowa) Courier*.

—The Order Railway Conductors have located their headquarters in Chicago since the 15th of the month, at 115 Dearborn street. Chicago is a good point to conduct the business of such a popular railroad organization.—*American Railroader*.

—We are in receipt of *The Worker*, a mechanical paper published monthly at Detroit, Mich., and Windsor, Ont. Subscription, \$1.00 per annum. We gladly give it a place on our exchange list and recommend it to our readers.

—A. O. Ashman, of Division 51, L. M. Blakesly of 119, C. D. Rossiter of 96, W. W. Fenlon of 33, and many others who failed to register, and whose names have escaped us, have called to welcome us to the Western metropolis.

—Among the promotions to passenger trains on the Central Hudson lately we are pleased to note those of Bros. W. G. Field, F. Sitts, J. Maxwell, Fish, Traver, Mons, E. Fitzgerald, H. Fonda, Frank W. Johnson, and Murphy.

—J. J. S. Milspaugh, who represented Division 126 at Boston, has retired from the rail and is doing well in a steam laundry of his own at Sioux City, Iowa. No matter though how well he is prospering, the MONTHLY hopes he will do better.

—The secretary of Division 53 wishes to know the whereabouts of Bro. D. O. Anderson; the secretary of Division 96 wishes to hear from Bro. T. G. Ford, and the secretary of Division 98 wishes all absent members of that Division to send him their addresses.

—Bro. Tom DeLong knows how to run a train, but whether he knows how to run a gun or not, is perhaps questionable. At least we judge it is from the fact that he undertook to run the gun not long since and shot a finger off. Better stick to the draft-irons, Tom.

—The *Graphic*, an illustrated weekly published in Cincinnati, has a thrilling story in its holiday number by E. P. Roe, the popular author of "Barriers Burned Away," "Opening of a Chestnut Burr," and other novels which have had an extended circulation.

—Bro. F. E. Richardson had the misfortune to have his watch stolen and will give a reward of \$25 for its return. It is a Rockford, twenty-four hour watch, movement No. 87542, in a gold filled, open face, with a train engraved on the back. Bro. Richardson's address is Girard, Kan.

—John Gray, an old subscriber to the MONTHLY, and for years connected with the Northern Central Railway, latterly in charge of the Bridge Department of the Sodus Bay Division of that line, died at his home in Newark, N. Y., on Dec. 30, of sciatic rheumatism. He leaves a wife and three small children.

ITHACA, NOV. 12.—Augustus Greenough, a freight conductor on the Geneva, Ithaca and Sayre railway, while making up a train at Sayre this afternoon, was run over and instantly killed by a yard engine. His body was horribly mangled. Greenough was formerly a well known Erie conductor.—*Rochester Democrat*.

— R. H. Soule, the new Superintendent of Motive Power for the N. Y., L. E. & W. Ry., though a young man, is in every way well qualified to acceptably fill the important position. If he sustains his reputation, we predict a marked improvement in the motive power of this popular line before another year passes.

— Just before the removal from Cedar Rapids, "Kitty" Hughes dropped in and pumped the office and its occupants full of "wind." His errand in Cedar Rapids was to pay to the mother of Engineer Rice, who was killed at Northwood on the B., C. R. & N., \$1000. Mr. Rice was fortunate enough to have a policy in the North America, which Tom represents.

— We send this number of the MONTHLY to all whose subscriptions expire with the December number, but all not renewed will be discontinued hereafter. Please note the date of the label on the address of your MONTHLY, and if it has expired, renew promptly. If the label reads, "December, '85," your subscription expires with that number of the MONTHLY.

— We are in receipt of invitations to the annual balls of Divisions Nos. 39, 64, 74, 87, 97, 101, 122, 146 and 151, also the seventh annual ball of the Old Colony Railroad Beneficial Association and the dedication of the new hall of West Chicago Division, No. 96, B. of L. E. We sincerely regret that we were unable to attend any, and hope all were pleasant and successful.

— President Ashton, of the Philadelphia Passenger Conductors' Insurance Association, was about the last man that we expected to see, but he dropped in upon us on the 3d inst., and we enjoyed a pleasant chat. Charlie is an old member of the Order, a past member of the Executive Committee, and has a wide circle of friends. He is always welcome at the sanctum of the MONTHLY.

— Gen. Beauregard gives a history of the Shiloh campaign in the January number of the *North American Review*. He claims that Gen. Algernon Sydney Johnson acted only as a corps commander at Shiloh. Gen. Beauregard emphatically asserts (contrary to the common belief) that he was the sole commander on both days, and, without naming them, controverts the reports of Grant and Sherman as to the nation's forces being taken by surprise.

— Bro. A. J. Scow, of Queen City Division, No. 60, visited our Gate City, Nov. 16, in the interest of the Sedalia (Mo.) Railway Employees Insurance Association, of which he is secretary and treasurer. Bro. Scow was taken in charge by Bro. Garretson and introduced around in the different departments here. He was busy all day establishing agents, and left that afternoon for Fort Worth, where he expects to do likewise. He is an affable gentleman and we wish his association success.

— The Elmira *Sunday Telegram*, of Dec. 27, in a long article seeks to belittle the ability of the conductors that have been promoted to places made vacant by the discharge of the old-time conductors on the Central Hudson Railroad. While there may have been those placed in charge who are incompetent, they are in so small minority that it is not noticeable. Nearly all are conductors of from five to twenty years' experience in the service, and well qualified to perform all the duties, and are doing so successfully.

— To all conductors of all of the different railroads in the United States and Canada, please send me a couple of copies of the different train orders that you have received on the various roads on which you run, as I am making a collection of the same, and I will return the compliment if requested.

Yours in P. F.,

JOSEPH H. KEITHLINE,

Sec. and Treas of Division 160, 235 South street, Wilkes Barre, Pa.

— The Cedar Rapids *Gazette* outdid all former efforts in its Christmas edition, which consisted of twenty pages, giving a resumé of the business of Cedar Rapids, a calendar of notable occurrences within its limits and the improvements during the year, with illustrations of prominent buildings and citizens. Editor Faulkes was a "railroad man" once and that may account for his push. Certainly he has made the *Gazette* what it purports to be, a live newspaper, and we wish for the *Gazette* the prosperity it deserves and recommend it to our readers in that section.

-- The alert correspondent of Division 100 sent us some valuable items just too late for the December number, from which we glean the following: Bro. Oliver Cloud, J. C. of Division 100, lost the second finger of his left hand by getting it crushed while unloading some machinery. Bro. Mark Wild paid a visit to Cincinnati not long since, and reports as having a pleasant time, and wishes particularly to return thanks to Bro. B. F. Worcester, who in addition to running his train, owns a fine livery stable in Middletown, Ohio, and who cared for Bro. Wild while he was in that place.

— Midget in his letter refers to the fact that Division No. 56 was disappointed on not seeing Bro. Wheaton on the occasion of his proposed visit on Nov. 23. Bro. Wheaton arrived in Albany at noon, Nov. 23, and remained until 9 A. M., Nov. 24. Not a member of No. 56 called on him while there. At 7:30 P. M., Nov. 23, in company with a brother of No. 54, he repaired to their hall, found it occupied, and was directed to another, to which they went; finding it also in use was directed to another, where they repaired, and it was dark, the brothers returning to the hotel at 10 P. M. after a fruitless search for the place of meeting.

EDITOR MONTHLY:—I wish to acknowledge my sincere thanks to the members of O. R. C., Buffalo Division, No. 2, for their kind and generous assistance not long since. It was not only a help, but also a great consolation to realize that I had not been forgotten by my old friends and acquaintances. It seemed like a ray of sunshine and comfort breaking through the dark cloud that completely overshadows my broken life. "Cast your bread upon the waters that you receive it again after many days." Hoping that God may watch over and protect them all, and that I may ever retain their respect and sympathy, I remain, very respectfully,

MRS. H. J. HATCH.

— Mr. Charles W. Smith has been chosen Vice President of A., T. & S. F. Mr. Smith has had a long and varied experience as a railroad officer, having served as General Freight Agent of the Columbus, Chicago & Indiana Central and of the Pittsburgh, Cincinnati & St. Louis, afterward as General Freight Agent of the Central Pacific, then as General Manager of the Indiana, Bloomington & Western and as General Freight Agent and Traffic Manager of the Chicago, Burlington & Quincy, and as Traffic Manager of the New York, Lake Erie & Western. For a little over four years past he has been General Manager of the Chesapeake & Ohio Railroad and its Western connections.—*Railway Age*.

— The "Milwaukee" don't often "get left," but by the following item we should guess it did once: "A neat piece of railroad strategy was accomplished by the Burlington, Cedar Rapids and Northern road early last week, which has not yet been noted. It appears that the large flouring mills at Emmetsburgh have been petitioning both the B., C. R. & N. and Chicago, Milwaukee & St. Paul roads for a side track for some time, and finally promised to give their entire business to the road which would put one in. Before both roads had hesitated to incur the expense, because, while the entire business of the mill would amount to a considerable item, it would be inconsiderable if divided. On the afternoon of the day the milling company signed the contract to give its entire business to the road which should first have the switch in, the B., C. R. & N. construction train put in its appearance and the force was busy all night grading, laying ties, and spiking down rails. At daylight the next day, just as the last rail was put down, the Chicago, Milwaukee & St. Paul construction train came steaming in—early on the grounds, but too late to get the persimmons.

—Our readers are well acquainted with Mr. J. P. Dargitz, who has utilized one of our cover pages for the past year. Mr. Dargitz was connected with the Chicago, Burlington & Quincy R. R. Company for five years, rising from the position of helper in their blacksmith shops at Creston, Iowa, to that of Traveling Auditor, which last position he held satisfactorily for over two years. Oct. 1, 1884, he left the service voluntarily, and engaged as a general agent for the Chicago Magnetic Shield Co. Jan. 1, 1886, he severed his connection with that company and organized a joint stock company, to be known as the United States Insole Company. We learn that two conductors, two engineers, and two station agents are interested with him in the new company. They expect to incorporate in a short time and push the business. Their factory is already running, and they are turning out some of the finest work that has ever been produced. An important point to be remembered by our readers is that they have reduced prices materially. Insoles are now selling at 50c. per pair instead of \$1.00, as formerly. No one should suffer with cold feet when these little foot warmers can be had for 50c. Any one who will send to J. P. Dargitz, 279 W. Madison street, Chicago, the names and postoffice address of twenty-five people in poor health, and 30c. in postage stamps, will receive a pair of these insoles by mail, postpaid. For fifty names as above, and 20c., or 100 names and 15c. Say what size shoe you wear. Also write him for new copyright book, "Health and Wealth," with fifteen illustrations.

In Memoriam.

"There is no fireside, howsoe'er defended,
But has one vacant chair."

Arnum.—Wife of our worthy Bro. Ben. Arnum, Dec. 16th. The deceased lady was in the act of drawing a pail of water from the cistern, when it is supposed that she took a fainting spell to which she has lately been subject; and becoming over-balanced, fell into the water. The bereaved husband and family have the deepest sympathy of the whole community in thus losing a devoted wife and loving mother. Suitable resolutions of condolence and sympathy were adopted by Union Division at their meeting Dec. 20. The funeral was one of the largest ever seen in St. Thomas.

Auld.—Harry, son of Bro. J. C. Auld, died at Rock Island, Ill., in the ninth year of his age, of that dread scourge, diphtheria. Peoria Division No. 79 extend to the stricken parents their deep and heartfelt sympathy.

Babcock.—Dec. 2, 1885, father of J. M. Babcock, of Division 78.

Bridgeman.—Albert L. Bridgman, passenger conductor on the Central road, died at his residence 122½ East Washington street, at half-past 9 o'clock last night, after an illness of nearly three weeks. He became suddenly worse on Saturday, and death came, crowding out of the minds of his family and friends the hope they had entertained that he might survive. The immediate cause of his death was pyæmia, resultant upon kidney trouble. His physicians were Drs. Dunlap and Van Duyn.

Mr. Bridgeman was born in Waterloo, in 1826, and had been a resident of Syracuse since 1848, and for almost the whole of 30 years had followed the life of a railroad conductor, being at different times in the employ of the Delaware, Lackawanna & Western, Chenango Valley, Canada Southern and New York Central roads. He has been connected with the Central road only two years, running between this city and Albany. He ran the first passenger train over the Chenango road. In 1875 and 1876 he filled the office of city treasurer.

Considine.—William H. Considine, a member of Division No. 104, was run over by his train and instantly killed, at Summitville, N. Y. The funeral was attended by an immense concourse of mourners, many of whom traveled nearly 200 miles to attend. A special train from Sidney to South New Berlin, took 166 mourners, 80 of whom were railroad men. The floral designs contributed by the employes of both roads and friends of the deceased, were very beautiful. Conductor Howard Raymond acted as director, and the pall-bearers were Conductors Coudy, Vaughan, Brazee, Adgate, Charleton and Kirby.

At the grave, Conductor Weisz read the Ritual of the Dead of the Brotherhood, and Conductor L. S. St. John offered up a prayer.

William H. Constine was 29 years of age, and unmarried. For the last eight years he has made his home with his sisters, Mrs. Darrow and Mary, in South New Berlin, to whom he was greatly attached. His father and two brothers beside in Jasper, Steuben county,

Coleman.—Wife of Bro. C. E. Coleman, of Mason City Division 22. Bro. Coleman was married Oct. 29, 1885, and had just settled down in a comfortable home when his wife was stricken with paralysis of the heart, and died Nov. 20, after an illness of only seven hours. The blow has cast a shadow over the life of Bro. Coleman, from which he will not soon recover.

Comisford.—Died at her late residence, Hebron, Ohio, at 7:45 p. m., Oct. 14, 1885, Melissa Comisford, wife of the late A. T. Comisford, and sister of Bro. J. L. Tygard, aged 48 years, 4 months, 23 days.

At the regular meeting of the Division, resolutions of sympathy and condolence were adopted.

Cline, Robert.—For the first time since our organization, one year ago, the Grand Chief Conductor of the Universe has cast his mournful emblem upon our noble Division, and called from amongst us a beloved brother, with orders to report to Him that doeth all things well. Brothers, I trust that at the end of his trip his report may be correct, and he, whom we have followed to-day to his last resting place, may find that land of promise where no more sorrow, no more trouble may meet him.

Bro. Cline as one of our young brothers, has set us all an example; five months ago he took his second degree, and on the same date took his insurance, and to-day his wife and widow, who deeply mourn his loss, is relieved somewhat by the thought that her orphan and herself will be provided for. Bro. Cline being human, had faults as we all have. Let us cover them over with a broad mantle of charity, and speak only of his virtues. Always ready to vote aid to the needy, a kind and loving husband and father, a sincere friend; is it any wonder we mourn his loss?

Brothers, his death is but an admonition that we, too, must follow; we know not how soon Let us so govern ourselves that when the summons comes we will be prepared. Let us be careful to provide ourselves with the protection our noble Order has created for those who love us, that they may not be doubly bereaved of protection and means.

"Life is a waste of wearisome hours,
Which seldom the rose of enjoyment adorns,
And the heart that is soonest awoke to the flowers,
Is always the first to be touched by the thorn."

Fitzgerald.—Youngest child of Brother John Fitzgerald, of Boston Division No. 122.

Jones—Brookie A., died at Trenton, Mo., Nov. 2, 1885, of consumption, wife of Bro. J. J. Jones, of Trenton Division No. 42.

Meredith, Wm. W. C.—A member of Z. C. Priest Division No. 56, was killed in a collision at Kinder's Station on the Wabash Railway. The funeral service was conducted by the Order, and all that was mortal of our lamented brother deposited in the last resting place with appropriate ceremonies.

Nolan, A.—Died at Aspinwall, Dec. 5, of malarial fever. Bro. Nolan was a member of City of Mexico Division No. 159, and was waiting to take a steamer for home when he died. He was kindly cared for by the conductors there, to whom his relatives, friends and brothers return sincere thanks.

Parker, N. W.—A charter member of Moberly Division No. 49, was killed at Morrisonville, Ill., by falling from his train.

Bro. Parker was in his 48th year, and employed as conductor on local freight, between St. Louis, Mo., and Decatur, Ill. He was for a long time in the employ of the St. L., K. C. & N. (now Wabash) Railway. Suitable resolutions were adopted by the Division.

Ragan.—The esteemed mother of Bro. P. Ragan, died in Fort Worth, Tex., on Nov. 27. Our worthy brother is an old conductor from the T. & P. Railway, but at present on the Denver & Rio Grande. He was called to his home in Fort Worth on account of his mother's illness and there remained until her death. He has a score of friends who deeply sympathize with him in his irreparable loss.

Stocker Frank—Of Kansas Valley Division No. 55. Appropriate resolutions were adopted.

White.—Mother of Bro. Oliver E. White, of Stanchfield Division No. 41. Resolutions of sympathy were adopted by the Division.

HOW DOES YOUR WATCH RUN?

A watch impregnated with magnetism cannot "keep time." It will vary irregularly, gaining and losing and stopping, in the most annoying sort of way. It has been found that this magnetic or electric influence is the direct cause of the "queer freaks" and unaccountable behavior of fine watches, and is the secret enemy which has undermined the reputation and baffled the skill of our best watchmakers.

Giles Bro. & Co. have published a very interesting little pamphlet, describing the effect of magnetism in watches, which can be had free on application. It also describes the "Anti-Magnetic Shield for Watches," which has been proved to be a perfect protection against the magnetic and electric influence and is specially advantageous in railway service where these influences are very strong, and will prevent the breakage of main springs in cyclones and magnetic storms. Your jeweler can furnish or procure you this protection; if not, send to Giles Bro. & Co., the Chicago jewelers, for a descriptive circular which will be mailed free on application.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.
Assistant Grand Chief Conductor.—EDMUND COMAN, Kansas City, Mo.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.
Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, Quincy, Ill.
Grand Inside Sentinel.—CHAS. W. EVARTS, Meadville, Pa.
Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE.

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.
 HIRAN HURTY, Elmira, N. Y.—Term expires May, 1888.
 ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.
 WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.
 W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOSEPH H. KIMBALL, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

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| <p>Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and Treas., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.</p> <p>Buffalo Div. No. 2, Buffalo, N. Y. C. C., C. K. Cross, Continental hotel; Sec. and Treas., W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m., in Stendt's hall, over 198 East Seneca st., Buffalo, N. Y.</p> <p>St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2330 South 11th st.; Sec. and Treas., A. V. Schermerhorn, 1235 Linn st. Meets 2d and 4th Sundays in each month at 2:00 p. m., in Ohio hall.</p> <p>Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray; Sec. and Treas., Frank M. Chapman, box 87. Meets 1st and 3d Sundays in each month at 2:00 p. m.</p> <p>Collins Div. No. 5, Baltimore, Md. C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 196 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gray and Exeter sts.</p> <p>Battle Creek Div. No. 6, Battle Creek, Mich. C. C., N. D. Austin, Williams House. Sec., N. E. Re-tallick, box 1506. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.</p> | <p>Houston Div. No. 7, Houston, Tex. C. C., J. A. Martin, 184 Travis st.; Sec. Z. T. Buse. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fannin sts.</p> <p>Rochester Div. No. 8, Rochester, N. Y. C. C., O. Sackett, Lock Box 6, Avon, N. Y.; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State st.</p> <p>Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.</p> <p>Southern Tier Div. No. 10, Waverly, N. Y. C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Full-ton sts.</p> <p>Emporia Div. No. 11, Emporia, Kan. C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin, lock box 1060. Meets in Masonic Temple 1st and 3d Sun-days in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.</p> <p>Lackawanna Div. No. 12, Scranton, Pa. C. C., John J. Farrell, Dunmore, Pa.; Sec., P. F. Duffy, 1602 Price st., W. Scranton, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.</p> |
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RAILWAY CONDUCTORS' MONTHLY.

- Union Div. No. 13, St. Thomas, Ont.** C. C., A. L. W. Martin, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 2 p. m., in hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., Samuel A. Hunn, box 488. Meets 2d and 4th Sundays each month at 7:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, care G. T. R'y; Sec., John McAuleffe, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 3 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., H. Hussey; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1932.
- Creston Div. No. 21, Creston, Ia.** C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in I. O. of O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia.** C. C., S. W. Derrick; Sec., C. H. Matthews. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, Watertown, N. Y.** C. C., Geo. W. Howland; Sec., Frank J. Gordon, Clayton, N. Y. Meets 1st and 4th Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2:30 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, lock box 622. Meets every Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., W. G. Murray, Sec., W. C. Wright, box 404. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, North Springfield, Mo.; Sec. and Treas., R. E. Ivett, North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C. B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets every Thursday at 1 p. m., in K. of P. hall, Water st.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. P. Foote. Meets 2d and 4th Sundays of each month at 11 a. m., Story st., between Seventh and Eighth sts.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 2 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., A. K. Waddell, box 60; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 7 p. m., A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 East Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 2 p. m.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., F. A. Henshaw, 618 Hill st., Hannibal, Mo.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 171; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., Geo. T. Parsons, box 266; Sec., T. G. Murphy, box 117. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 356 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 203 Michigan st.; Sec., A. Vannam, 519 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey,

RAILWAY CONDUCTORS' MONTHLY.

- care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Friday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets 1st and 3d Sundays and 2d and 4th Wednesdays in each month, Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, Sec., F. Rosenkrans. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garrettsen, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Appgar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12:30 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m., 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell; Sec., J. C. Sheldon, Quaker st., Schenectady Co., N. Y. Meet 1st and 3d Mondays at 7:30 p. m., Miller's hall, No. 15 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey; Sec., J. W. Husel, box 365. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 59, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., A. E. Gaylord, No. 200 South Ninth st. Meets 1st and 3d Sundays in each month, 10 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, Portage, Wis.; Sec., Geo. J. Johnson, box 252. Meets every Sunday in each month, at 2:30 p. m., Hammond building, opp. C. & M. & S. P. Ry. depot.
- Lefgett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 7th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lamerr, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1098 Main st.; Sec., M. A. Wolcott, 1098 Main st.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., H. P. Allen, box 250. Meets 1st and 3d Saturday evening, in Fireman's hall.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Klock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall.
- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 543 N. Morgan st.; Sec. F. M. Vanway, 560 E. Cerro Gordo st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Hefferman; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., G. G. Newell. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Feathergill, 429 Park ave., Chicago, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in B. of L. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., G. W. Hammer, care P. R. R.; Sec., W. S. Hemperley, P. R. R. Ticket Receiver's office. Meets 2d and 4th Sunday at 2 p. m.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park; Sec., L. J. Golden. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 1 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254,

RAILWAY CONDUCTORS' MONTHLY.

- Prairie du'Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton; Sec., Alex. Fulton. Meets 2d and 4th Sundays in each month at 11 a. m.
- Artec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., E. Valentine, Jr. box 335. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall.
- Desires Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesent; Sec., T. A. Moreau, box 26, South Quebec, Pt. Q.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, The Dalles, Oregon, box 174; Sec., Wm. Weidner, The Dalles, Oregon, box 174.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 602 North Ninth st.; Sec., D. W. Hatcheler, 334 North 13th st. Meets 1st Monday and 3d Sunday of each month at 1:30 p. m., cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 979, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit; Sec. and Treas., F. A. Dean, box 152. Meets 1st and 3d Sundays in each month.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. H. Reese, box 1152; Sec., C. D. Rossetter, box 767. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., S. M. Freeman; Sec., Chas. Wimssett, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Sundays in each month at 2 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., R. H. Fargo; Sec., A. W. Glenn. Meets 2d and 4th Sundays in each month.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 937. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert. Meets 2d and 4th Sundays in each month, at 7:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin; Sec. and Treas., G. T. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridan, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 24 Betts st; Sec. and Treas., J. H. Rumbaugh, Van Wert, O. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. E. Holden, Boyce, La.; Sec. and Treas., C. M. Salmon, 352 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Wagley; Sec., L. McBane. Meets every Sunday at 12:30 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. W. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m., from Nov. 1 to Mar. 1, and 10 a. m. from April 1 to Oct. 31.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., O. S. Putnam; Sec. and Treas., B. G. Warthen, box 1318.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 297.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over 20 W. Milwaukee st.
- R. B. Hawkins Div. No. 114, Pittsburg, Pa.** C. C., G. W. Bishop, Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Bush st.; Sec., Wm. H. Dykes, 1116 Wool 1st, W. 8th Oakland. Meets 1st Saturday in each month at 4:30 p. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, No. 35 Eddy st.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 341. Meets at 2 p. m., on 2d and 4th Sunday of each month.

RAILWAY CONDUCTORS' MONTHLY.

- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 182 East Washington st.; Sec. and Treas., Ed Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin; Sec. and Treas., Wm. E. Finch, box 129. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., W. S. Hubbard; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb; Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., R. J. Mantz, 517 Pine st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves; Sec. and Treas., C. D. Knowles, box 343.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook, Sioux City, Iowa; Sec. and Treas., J. L. Jones. Meets 1st and 3d Sunday of each month, at 2 p. m., in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 311 North Ringo st.; Sec. and Treas., Jabez Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., F. W. Adams. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs. Meets 1st and 3d Sunday of each month, at 2 p. m., in Masonic hall.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., M. L. Blanton. Meet 2d and 4th Saturday in each month, at 9 a. m., No. 83 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Saturday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 9th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., and 2d and 4th Monday at 7:30 p. m., in each month, in Red Men's hall.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stavenon, box 215. Meets 1st and 2d Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson; Sec. and Treas., Wm. A. Mills. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1314 Pennsylvania ave.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., John Connor; Sec. and Treas., Robert McDowell. Meet 1st, 2d and 3d Sundays in each month in Odd Fellows hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- B. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Prichard st. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira C. Sherry Div. No. 147, Easton, Pa.** C. C., Thomas Callahan 307 West st.; Sec. and Treas., J. D. Johnson, 105 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., John M. Evans, 14 Broadway; Sec. and Treas., C. T. King, 66 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m., in G. A. R. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st.
- Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North 13th st.; Sec. and Treas., J. T. Johnson, 1225 East Broad st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa.** C. C., Wilson Marsden; Sec. and Treas., E. H. Blakeslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., W. J. Sullivan, Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, box 159. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.**

RAILWAY CONDUCTORS' MONTHLY.

- C. C., Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass.** C. C., W. R. Mooney, care B. & L. Ry.; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month.
- City of Mexico Div. No. 159, City of Mexico.** C. C., J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Saturday in each month, in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan.** C. C., C. F. Brown; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham, 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.]**
- Oil City Div. No. 163, Oil City, Pa.** C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., F. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 2d Sunday in each month at 2 p. m. in Union hall.
- Licking Div. No. 166, Newark, Ohio.** C. C., Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 41 West 9th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., A. G. Tunnison, Washington, N. J.; Sec. and Treas., S. D. Chittenden.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Roche's hall 1st and 3d Sunday each month.
- Camden Div. No. 170, Camden, N. J.** C. C., E. G. Blaisdell, W. J. Ry depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, 2d Saturday and 3d Tuesday in O. U. A. M. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughty, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa.** C. C., W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb.** C. C., Geo. W. Dwinell; Sec. and Treas., T. S. Heck.
- Thayer Div. No. 174, Thayer, Missouri.** C. C., P. Fowler; Sec. and Treas., J. B. Stanton. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. B. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Ripley, Tenn. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y.** C. C., Robert Richareson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 1 p. m.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., R. A. McCrae, 236 Junetta st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 1st and 3d Mondays in each month at 2 p. m.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., W. H. Scholes, care M. & O. Ry; Sec. and Treas., T. E. Buckley, care M. & O. Ry. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., William Beales; Sec. and Treas., C. C. Fellows, 203 Hancock st. Meets 1st and 3d Sunday at 1 p. m.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, 34 Fullman st.; Sec. and Treas., W. N. Johnson, 11 Bailey st.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 1st and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., J. McCain; Sec. and Treas., George E. Hunt, 215 Waterloo ave.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., S. M. Taylor, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m.
- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.
- Selma Div. No. 185, Selma, Ala.** C. C., W. H. English; Sec. and Treas., G. B. Finley. Meets 1st and 3d Sunday each month at 1 p. m.
- Birmingham Div. 186, Birmingham, Ala.** C. C., J. T. Alexander; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa.
- Stanbury Div. No. 188, Stanbury, Mo.** C. C., T. C. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

RAILWAY CONDUCTORS' MONTHLY.

YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

President.—JAMES C. CAMPBELL, Pennsylvania R'y, Derry, Pa.
First Vice-President.—W. J. KENNEY, Illinois Central R'y, Cairo, Ill.
Second Vice-President.—E. M. CARTER, Wilmington, Delaware.
Secretary and Treasurer.—JOSEPH SANGER, Indianapolis, Ind.

EXECUTIVE COMMITTEE.

JOHN Q. HICKS, C., I. St. L. R'y, Indianapolis, Ind.
 GEO. F. DAVID, C., C. C. & I. R'y, Indianapolis, Ind.
 E. A. COOPER, Indianapolis, Ind.
 GEORGE J. JOHNSON, C. M. & St. P. R'y, La Crosse, Wis.
 WILLIAM BLOW, Grand Trunk Railway, Windsor, Ontario.

- Indianapolis Div. No. 1, Indianapolis, Ind.** Jos. Averill, Pres.; Hugh S. Curley, Sec. Meets 1st Saturday night in the month.
- Buffalo Div. No. 2, Buffalo, N. Y.** Meivitt Ehle, Pres.; Jas. M. Barrett, Sec.
- St. Louis Div. No. 3, St. Louis, Mo.** Chas. J. Wendling, Pres.; Wm. H. Carnan, Sec.
- Cleveland Div. No. 4, Cleveland, O.** Alex. Bruce, Pres.; D. M. Alvord, Sec. Meets first Wednesday in the month.
- Cincinnati Div. No. 5, Cincinnati, O.** Robert F. Marshall, Pres.; Albert Snell, Sec.
- Leavenworth Div. No. 6, Leavenworth, Kansas.** James Howard, Pres.; Henry Parsons, Sec.
- Louisville Div. No. 7, Louisville, Ky.** S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.
- Denver Div. No. 8, Denver, Col.** J. W. Reynolds, Pres.; W. C. Bradley, Sec. Meets first Sunday evening in each month in Division Room, Union Depot.
- Rome Div. No. 9, Rome, N. Y.** William Cooper, Pres.; H. S. Graves, Sec.
- Terre Haute Div. No. 10, Terre Haute, Ind.** Jno. B. Walsh, Pres.; Chas. R. McCray, Sec. Meets 1st Sunday in each month at 3 p. m.
- East St. Louis Div. No. 11, East St. Louis, Mo.** Geo. W. Glassner, Pres.; John T. Metier, Sec. Meets 1st and 3d Wednesdays.
- Union Div. No. 12, Detroit, Mich.** George T. Best, Pres.; Wm. Blow, Sec.
- Concord Div. No. 13, Concord, N. H.**
- Kansas City Div. No. 14, Kansas City, Mo.** H. R. Bailey, Pres.; C. C. Hatch, Sec.
- Chicago Div. No. 15, Chicago, Ill.** Jos. R. Creed, Pres.; Henry R. Hopkins, Sec. Meets 1st Saturday night in each month.
- Lone Star Div. No. 16, Houston, Tex.** J. Shaughnessy, Pres.; George J. Carson, Sec.
- Capital City Div. No. 17, Des Moines, Iowa.** C. W. Durfee, Pres.; James Scannlon, Sec.
- Toledo Div. No. 18, Toledo, O.** William Kirkby, Pres.; Jerry Reilly, Sec.
- Milwaukee Div. No. 19, Milwaukee, Wis.** Orville Zebber, Pres.; H. S. Teall, Sec.
- Minneapolis Div. No. 20, Minneapolis, Minn.** A. J. Hitt, Pres.; Harry Staples, Sec. Meets on the 1st Sunday in each month.
- Itasca Div. No. 21, St. Paul, Minn.** Jno. Buckley, Pres.; Geo. L. Phippen, Sec.
- Point Lookout Div. No. 22, Chattanooga, Tenn.** R. B. Stegall, Pres.; C. J. Harrington, Sec.
- Pittsburg Div. No. 23, Pittsburg, Pa.** John J. McGuise, Pres.; John F. Bannon, Sec. Meets 3d Sunday in each month.
- New Orleans Div. No. 24, New Orleans, La.**
- LaCrosse Div. No. 25, LaCrosse, Wis.** C. Geo. J. Johnson, Pres.; James A. Bancus, Sec.
- Omaha Div. No. 26, Omaha, Neb.**
- Manchester Div. No. 27, Manchester, N. H.** E. T. Sherburn, Pres.; C. G. Hastings, Sec.
- Evansville Div. No. 28, Evansville, Ind.** Geo. W. Lovejoy, Pres.; Chas. C. Roesser, Sec.
- Monumental Div. No. 29, Baltimore, Md.** Harry Peastes, Pres.; Jas. S. Marsden, Sec. Meets 2d Sunday in each month.
- Lake Div. No. 30, Town of Lake, Ill.** M. McNeil, Pres.; W. D. Fitch, Sec.
- Joliet Div. No. 31, Joliet, Ill.** Patrick Lowery, Pres.; John J. Foster, Sec.
- St. Albans Div. No. 32, St. Albans, Vt.** D. H. Plaisted, Pres.; James Finn, Sec.
- Salamanca Div. No. 33, Salamanca, N. Y.** O. H. Wheeler, Pres.; J. W. Mulcay, Sec.
- Rafferty Div. No. 34, Winnipeg, Man.**
- Denison Div. No. 35, Denison, Texas.** John C. McCullough, Pres.; Geo. W. Bartholomew, Sec.
- Ogden Div. No. 36, Ogden, Utah.** Jas. A. Trawley, Pres.; James M. Wagner, Sec.
- Philadelphia Div. No. 37, Philadelphia, Penn.** E. M. Carter, Pres.; B. F. Donecker, Sec. Meets 3d Sunday in each month, in Donaldson's hall, cor. Broad and Filbert st.
- Burlington Div. No. 38, Burlington, Ia.** J. H. McPartland, Pres.; Ira C. Wright, Sec.
- Green Island Div. No. 39, Green Island, N. Y.** Philip H. Hicks, Pres.; W. W. McChesney, Sec.
- Echo Div. No. 40, Echo City, Utah.** John K. Murray, Pres.; J. H. Rhins, Sec.
- Derry Div. No. 41, Derry, Pa.** Manassa Sweeny, Pres.; Daniel Williams, Sec.
- Michigan City Div. No. 42, Michigan City, Ind.** Andrew Montague, Pres.; W. T. Carter, Sec.
- Salida Div. No. 43, Salida, Col.** M. Killeen, Pres.; John Gulvin, Sec.
- Jersey City Div. No. 44, Jersey City, N. J.** Jno. C. Burkholder, Pres.; Thos. S. Mitchell, Sec.
- Massachusetts Div. No. 45, Boston, Mass.** Mathew H. Cross, Pres.; S. F. Hinkley, Sec.
- Albany Div. No. 46, Albany, N. Y.** Isaac N. Cooky, Pres.; Chas. B. Dillon, Sec.
- Atchison Div. No. 47, Atchison, Kan.** Wm. C. Rogers, Pres.; Samuel P. Ernal, Sec.
- Decatur Div. No. 48, Decatur, Ill.** John W. Rohan, Pres.; D. E. Baldwin, Sec.
- Gate City Div. No. 49, Atlanta, Ga.** R. G. Woodruff, Pres.; E. S. Fairbanks, Sec. Meets 2d Sunday in each month in Ga. R. R. office.
- Nashville Div. No. 50, Nashville, Tenn.** John R. Hanley, Pres.; C. S. Evans, Sec.

RAILWAY CONDUCTORS' MONTHLY.

Three States Div. No. 51, Cairo, Ill. Geo. W. Triplett, Pres.; Geo. A. Hilburn, Sec.
 Connellsville Div. No. 52, Connellsville, Pa. Ino. C. Burkholder, Pres.; G. M. Hughes, Sec.
 Altoona Div. No. 53, Altoona, Pa. Geo. N. Anderson, Pres.; Taylor Grant, Sec.
 Brainard Div. No. 54, Brainard, Minn. Benj. S. Mallory, Pres.; P. Murphy, Sec.
 Columbus Div. No. 55, Columbus, Ohio. Jacob Henry, Pres.; Luke Brophy, Sec.
 Fernandina Div. No. 56, Fernandina, Fla. Wm. H. Simpson, Pres.; T. L. Stewart, Sec.

Emporia Div. No. 57, Emporia, Kan. Wallace A. Stiles, Pres.; H. B. Morse, Sec.
 Texarkana Div. No. 58, Texarkana, Ark. John Carmichael, Pres.; Geo. J. Boyle, Sec.
 Andrews Div. No. 59, Andrews, Ind. H. C. Boughton, Pres.; Frank S. Boals, Sec.
 Boone Div. No. 60, Boone, Iowa. Samuel L. Moore, Pres.; Thos. Ripley, Sec.
 ——— Div. No. 62, Harrisburg, Pa. Pres., W. S. Decker, P. R. R.
 ——— Div. No. ———, Charlottesville, Va. Pres., Wm. T. Wright; Sec., Auburn Mann.

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Showing the rapid progress of THE ACCIDENT INSURANCE COMPANY OF NORTH AMERICA for the past Six Years:

| Premium Income. | | Premium Income. | |
|-----------------|-------------|-----------------|--------------|
| 1879..... | \$24,946.79 | 1882..... | \$150,413.56 |
| 1880..... | 31,249.51 | 1883..... | 282,585.55 |
| 1881..... | 52,213.54 | 1884..... | 366,703.98 |

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 When 1000 members
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No Assessments. Payments cannot exceed \$6.25 per quarter. You know the outside cost. Each class pays its own risk. Every member being an agent, is the cause of the rapid growth of our Association. The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list:

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time,

one week and two days. Benefit received, \$12.14.
 Geo. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Benefit received, \$25.00. A. S. Catherwood, L. N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Benefits received, \$170.22. Dave Earhart, Big Four Railway, accident caused by helping lady off train. Sprained wrist. Loss of time, three weeks and four days. Benefit, \$88.45.

Trustees are appointed on each Division. All losses are paid through the Trustees, and quarterly payment may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. The following are a list of Trustees appointed up to date. The Association expects to appoint a Trustee on every railway division of the United States and Canada before another year rolls round. *Don't delay, Accidents will happen.*

The following Trustees have been appointed up to date:

Edward Kein, D. L. & N. Railway, Big Rapids, Mich.; Chas. E. Miles, O. & M. Railway, Cincinnati, O.; John Sullivan, Memphis, Tenn.; J. J. Woodward, C. & E. Ill. Railway, Chicago, Ill.; Harry Francisco, L. N. A. & C. Railway, LaFayette, Ind.; John O'Neil, C. C. C. & I. Railway, Springfield, O.; Edw'd E. Lawrence, B. & W. Railway, Brunswick, Ga.; David E. Meade, C. N. O. & T. P. Railway, Cincinnati, O.; Clarence Bargdell, Illinois Midland Railway, Peoria, Ill.; Robert C. Diggs, Illinois Central Railway, New Orleans, La.; Edw'd Wood, C. & O. Railway, Mt. Sterling, Ky.; Allen D. Hart, C. & G. T. Railway, Chicago, Ill.; John E. Broadstreet, E. T. V. & G. Railway, Selma, Ala.; D. H. Bolton, N. Y. C. & St. L. Railway, Bellevue, O.; G. D. White, C. St. P. N. & O. Railway, Bayfield, Wis.; Pat. Halloran, C. O. & S. W. Railway, Paducah, Ky.; G. W. Roberts, L. & N. Railway, Louisville, Ky.; Edw'd Kennedy, C. B. & Q. Railway, Villisca, Iowa; Jos. E. Sculley, G. C. & Sante Fe Railway, Ft. Worth, Tex.; Chas. J. Hausler, K. C. St. Joe & C. B. Ry, Kansas City, Mo.; Geo. J. Johnson, C. M. & St. P. Ry., LaCrosse, Wis.; Richard Cornell, Pleasant Hill, Mo.; Benj. G. Gordon, I. D. & S. Railway, Indianapolis, Ind.; Jacob L. Argabrite, A. C. & I. Railway, Ashland, Ky.; Chas. T. Robinson, D. & Rio Grande Railway, Denver, Col.; C. W. Avery, A. T. & San e Fe Railway, Topeka, Kan.; Z. J. Goodwin, Memphis, Tenn.; C. D. Waterhouse, C. Sh. rt Line, St. Louis, Mo.; Jeff. P. erson, Wabash Railway, Michigan City, Ind.; Chalmers Brown, C. I. St. L. & C. Railway, Indianapolis, Ind.; E. W. Alexander, C. St. L. & P. Railway, Logansport, Ind.; John U. King, I. & St. L. Railway, Indianapolis, Ind.; A. S. Catherwood, L. N. A. & C. Railway, Indianapolis, Ind.; W. B. Bryant, C., I. St. L. & C. Railway, Indianapolis, Ind.; Thad. Gregory, C. I. Railway, Oskaloosa, Iowa; J. N. Jones, Iron Mountain Railway, St. Louis, Mo.

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 No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y.

Dear Sir Please find inclosed my application. On receipt of my policy and membership card will forwa d my quarterly payment of \$6.25

1. My name in full is

2. Age.....

3. Address.....

County.....

4. State whether you have a through or accom-
 modation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of
 death by accident, under provision of this
 certificate, to
 Name in full

Residence.....

Whose relationship to me is that of

8. What accident company are you insured in?
 and give the amount of weekly indemnity.

9. Are you aware that benefits from this As-
 sociation do not extend to death or disability
 which may have been caused by disease?

DECLARATION.

I.....
 Railway..... Conductor, being desirous
 of becoming a member of The United States Rail-
 way Passenger Conductors' Accident Asso-
 ciation, of the City of Indianapolis, Indiana,
 and entitled to all the benefits thereunder, and
 do warrant the above statement to be true. I
 do also agree that a proper receipt from parties
 to whom I may designate my death loss to be
 paid, in case same be caused by accident, shall
 in all cases be a full satisfaction to all claims
 that my heirs or legal representatives may have
 in this Associat on, and this application is not
 binding until accepted by the Secretary.
 Signature of applicant,

Date.....

The Railway Conductors' Monthly.

PUBLISHED BY THE

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|---|---------|
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| 25 " " " " " | 27.50 |
| 50 " " " " " | 50.00 |

Any one who has sent five lists of ten each, two of twenty-five each, or one of fifty, may send one or more at a time at \$1.00 each.

Cash must invariably accompany all subscriptions, and all charges must be prepaid.

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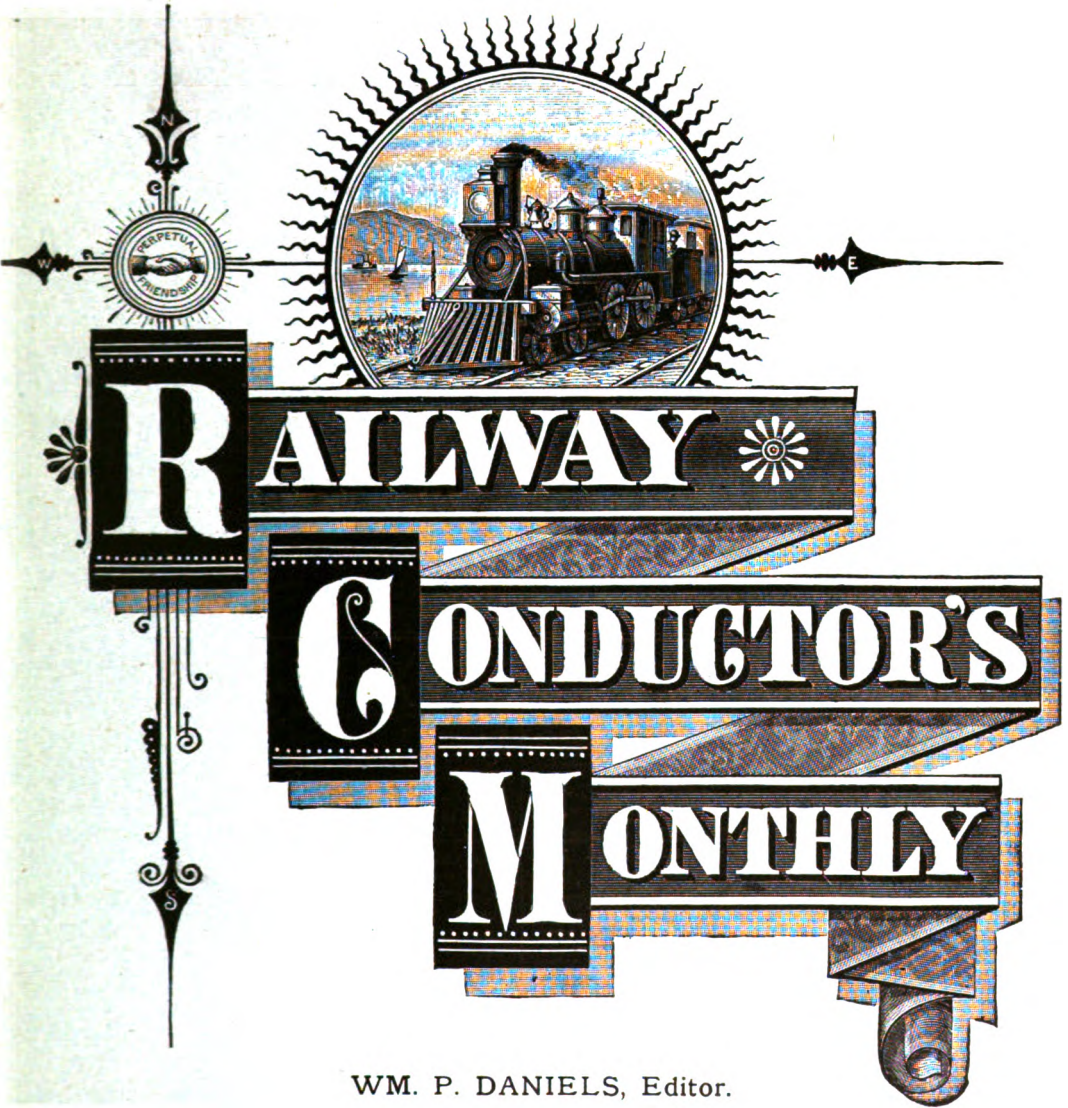
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Room 46, 115 Dearborn St., Chicago.

Volume 3.

FEBRUARY, 1886.

Number 2.



WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,
Associate Editors.



ORANGE SACKETT,
J. B. W. JOHNSTONE,
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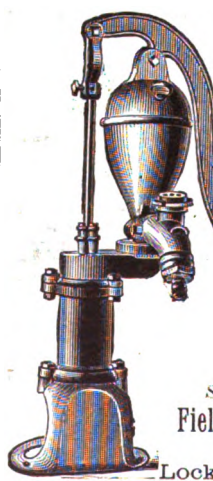
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RAILWAY CONDUCTORS' MONTHLY.

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Secretary.

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ATLANTA, GA.

THE RAILWAY CONDUCTORS'

➤MONTHLY.➤

Volume III.

CHICAGO, ILL., FEBRUARY 1, 1886.

No. 2.

"NEXT TIME."

Written for the MONTHLY.

Quoth the boy at school, when failing
To properly master his tasks,
And disliking the master's railing,
Such difficult things he asks:
"Failure, I'm sure, is not a crime,
But I will do better next time."

A man with a craving appetite,
Lacking in strength of will,
Homeward as he goes at night,
Is asked his glass to fill;
Deluding himself, as he drains his glass,
He says: "'Next time' this place I'll pass."

A man who once will ask for credit,
Well knowing its iron bands,
Will, ere long, begin to dread it;
Yet the habit never withstands.
When environed by a debtor's woe,
Says: "'Next time' I'll pay as I go."

A man who wrongs his fellow man,
Because he may scathless do it,
Repeating such things because he can,
When he begins to rue it,
Excuses self for what's a crime,
Promising to be honest "next time."

A man at church who is a saint,
In the world a mighty sinner,
Who, when at home, will make a feint
Of saying grace at dinner,
Soothes himself, while making a prayer,
By saying: "'Next time' I will be square."

A business man who shortens weights,
 And would thus his fortune quicken,
 Counterbalancing heavy freights,
 And is suddenly conscience-stricken,
 To make amends, says with pleasure,
 "‘Next time,’ I vow, I’ll give full measure."

A married man, when the die is cast,
 And he finds to his confusion,
 The sweet-voiced maiden of the past
 Is a "termagant" delusion,
 Says, with a sigh and look so glum:
 "‘Next time’ I’ll marry a woman dumb."

A married woman, when the knot
 Is made fast and secure,
 Who finds her husband is a sot,
 Of whom she’s never sure,
 Will say: "If I’m released by death,
 ‘Next time’ I marry, I’ll smell his breath."

A place unmentionable, we hear
 Is paved with intentions good;
 That place on earth is very near,
 If these things are not withstood.
 "Next time’s" a curse for all who use it,
 Now’s the time, then don’t abuse it.

S. E. F.

A FEW LINES.

My first proposition in writing these few lines is this: That every one who belongs to the Order of Railway Conductors, is of sound mind, possessing reasonable judgment in regard to his duties as a railway conductor, also in being a hearty well wisher for the prosperity of said Order, hopeful of its future and willing to lend his best efforts toward its ultimate success, both in a moral, friendly and financial manner; and furthermore, I believe that an appeal to the sober good judgment of every one in a fair and candid manner,—not to their passions and ill will or bitter feelings, but as a brother searching out the best road to our well-being,—can have but one effect—that of good to all, although we may differ ever so much in our opinions. And I question the honesty of purpose in the views of any brother not in the least, when I kindly advance my own. I take it there is no member but what is informed as to the amount of his division dues

per quarter, and also his yearly Grand Division dues. And any proposition or method whereby they can be made lighter in any manner, and still the Grand Division be kept financially sound, with a healthy surplus in its treasury, to be used as it faithfully can be for great and lasting good, will prove acceptable to every reader of the magazine.

At the Sixteenth Annual Session of the Grand Division, held in Kansas City, October, 1883, a majority of the delegates thought best that there be a magazine published as an exponent of the views of this Order, and in its interest, for its good and its prosperity; Your present G. S. & T was elected manager, and your G. C. C. editor. They continued at the head until the last Grand Session, and their reports show that each year financially it was a success, although a new and perhaps fragile bark launched on the broad sea of journalism. Many before and up to the time of the meeting of the Eighteenth Grand Division at Louisville, in October, 1885, doubted the practicability of the G. C. C. being or remaining its editor, as it occupied too much of his time which should be devoted to the general welfare of the Order at large. In view of this fact, and in perfect consonance with his personal request in his annual message, the delegates saw fit to relieve him of this charge, and your able G. S. & T. was elected both manager and editor. And you certainly have expressed your confidence in his ability by thus placing him as sole manager and editor, coupled with the many other arduous duties incident to his official position.

Another and very important matter was settled. In the experience gained in the two past years (a trial), which tried the nerves of many a faithful brother, one thing was clearly demonstrated: What should and what should not be published in its columns, and a decision rendered emphasizing by-laws passed at this session, so that now every member knows what to expect, and the editor exactly understands what is anticipated by the readers; so that it would seem that nothing objectionable can be raised on this score (at least until the first number has been issued).

I am but one among the 8,000 or 9,000 members of this Order, but I have no doubts whatever but what the wishes of the majority will be faithfully carried out. In the busy and thriving city of Chicago, in a suite of rooms selected by your Grand Officers, assisted by the members of the ex-committee, you will find the office of the RAILWAY CONDUCTORS' MONTHLY. If you think the Grand Officers are there for the purpose of putting in their time and disposing of the funds paid in by each member, or even their assistants, before you express those sentiments please give them a call, and you or I will be better able to judge.

A day or two since I asked a good brother of the order to give me twelve bits for his subscription to our MONTHLY for the year 1886. He politely declined, and I as politely asked his reasons. He willingly gave them by answering that the magazine was good for nothing, and he

objected to paying out \$1.25, and getting nothing in return. (Allow me to add that this kind of argument is, although truthful and incontrovertible, somewhat discouraging.) That is his view of the case. It is truthful, necessarily so, because it is honest. Now, for the sake of argument based on this brother's assertion that it is good for nothing, I wish to draw a few conclusions, allowing his version to be entirely true that it benefits no one in the least; that all the reading matter between its covers does no good whatever; not one soul that anticipates its coming every month with pleasure; no brother, no wife or children or friend that bids it welcome; that socially, morally, brotherly or intellectually it is a nonentity, at the same time he must take the other side of the question long enough to insist that it does no harm. At \$1 25 a year, I think I have reason to believe with even my limited knowledge of the prosperity of this Order, that by the time the subscriptions are all in (say May 1, 1886) that the Grand Secretary's book will show a membership in good standing of 9,000. Suppose that each of these members (and the supposition is not an impossible theory nor an impracticable one) send to W. P. Daniels \$1 25 for a subscription price of the magazine. If you are afraid it will corrupt your morals, my brother, do not read it, hide it away out of sight, and pick up the "Police Gazette" and kindred literature, and give them a chance at 15 cents a copy.

| | |
|---|----------|
| 9,000 subscriptions at \$1 25 each, paid up means..... | \$11,250 |
| And any one who has earnestly canvassed among the members will bear me out in the truth of the statement that, with this number among the brothers, it would be comparatively easy work to get 3,000 additional outside, which at \$1 25 is..... | 3,750 |
| Total..... | \$15,000 |

Enough to pay the expenses, office rents and salaries of all your officers, yet still it is a miserable failure. "Oh," says one brother, "it will never be of any good until you can afford to pay for your editorials and communications." Mad or disheartened and discouraged because in its editorials you cannot see the brain work of a Storey or a Bennett or a Bryant, the keen witticisms of a Saxe or a Burdette or a Nye, because the benefits of a high or low tariff are not discussed by such statesmen as Carlisle, Evarts, Morrison, Beck, Lamar or Sherman, when there is not enough boodle in the pockets or the bank account of the 8,000 members to pay one minute's interest on poor Vanderbilt's will. And because the sermons of Beecher, Talmage, Swing and Thomas are not copied verbatim in every issue. I, for one, am truly thankful that my weak and effeminate mind is quietly and easily satisfied; that, as poor as this MONTHLY is, I can read it and find a little that interests and pleases me. And the great consolation I expe-

rience is that at any time when I feel that my mind is yearning for something very intellectual away up in the realms of anything short of the dead languages and legal lore, I have a good neighbor who is only too willing to loan me his Webster's unabridged. And if there are not sermons and prayers and religion in its columns to suit me, I have still a little Bible that my mother left me that I can hunt up, and read the story entitled Christ's Sermon on the Mount. And with a respect for the feelings of every brother, which I allow no one to surpass, I really believe that will be a sufficient rule and guide for the average railway conductor of to-day.

Think, kind readers, of what I have written, and if the statements made are not erroneous, then give the magazine a chance in 1886 by remitting \$1 25 to W. P. Daniels, Room 46, 115 Dearborn St., Chicago.

E. H. BELKNAP.

A NIGHT OF TERROR.

REMINISCENCES OF TRAVEL.—NO. 3.

For the MONTHLY.

We were bound for a small town in the interior of Iowa. The railroad terminated at Mount Pleasant, and there we took the stage. It was early spring; the frost was just leaving the ground, and there had been heavy rains, so the roads were in a horrible condition. We were due at Farmington at six o'clock P. M., but when that hour arrived we were still several miles distant. After passing through a swale, where the horses floundered in the mud above their knees, and the wheels sank till the hubs disappeared, the driver informed us that one of the horses had given out, that he did not believe it could pull another pound. The poor brute's labored breathing and drooping head, corroborated his opinion. The prospect was not pleasant. The Western frontier was at this time infested by what was known as the "Prairie Banditti." We had been entertained all the afternoon with tales of their atrocities; scenes of their crimes had been pointed out to us; the driver had related several of his hairbreadth escapes, and shown us the scar of a wound received in an encounter with them. A misty, starless night was closing in; a murky, yellowish streak in the west was all there was left of daylight. The nearest town miles away, and no way to reach it except to walk. The men gathered round the disabled horse, rubbed and petted it till it seemed somewhat revived, still it seemed unable to make any effort. The driver informed us there was a house about a mile off from the main road, we might get accommodation there for the night. The place had a bad reputation, was suspected of being a rendezvous for a band of horse thieves, but he didn't know what else to do, and truly there did not seem to be much of a choice, so we decided to start for the house. By

coaxing and pulling the horses, pushing and prying the stage, we managed to get there about nine o'clock. The place was not at all prepossessing; there were three or four log houses that looked more like cattle pens than the abodes of human beings. We entered the largest, and were not at all surprised to find it occupied by a half dozen villainous looking men. The room was filthy beyond description, and the air dense with tobacco smoke, and reeking with vile odors. The only promising thing visible, was a huge fire-place, and we were so chilled with the damp, raw air, we were glad to take the places vacated on our entrance, near its cheerful blaze. Supper was soon prepared. There was some fried pork, floating in a sea of grease, sodden biscuit green with saleratus, a bowl of dried apple sauce, and a muddy decoction they called coffee, served on a table destitute of cloth or covering, unless we except an unique mosaic of dirt.

Though ravenously hungry, eating was out of the question. This apparently offended our landlord, who cast angry glances at us, muttering surlily about folks too stuck up to eat common victuals, while we were closely watched by the men, and a couple of slatternly women. The room to which we were shown after supper opened off the main room, and was furnished with two miserable beds, and a small pine stand. Like everything else it was foul with filth. Quietly discussing our surroundings, we decided not to undress, and if possible not to sleep. So extinguishing the bit of candle that sputtered in the battered tin candlestick, and securing our few matches for time of need, we wrapped our shawls round us, lay down on the wretched beds, and began our watch. The Babel of slang and profanity in the next room was frightful, and increasing every moment, the bottle was evidently passing pretty freely, and the ruffians were not only getting warmed with that, but with the discussion of some project on which they could not agree. The tumult grew louder, blows were struck, then a general melee ensued; several shots were fired; one passing through the partition splintered the bed post within an inch or two of my head. Suddenly above the confusion arose a sharp cry followed by a heavy fall, then breathless silence. Soon there were low, hurried words, a door was opened, there was the sound of some heavy object being dragged across the floor, the door closed, and we knew the next room was vacated. In a perfect panic of fright, we opened our door, and found the gentlemen of our party coming down the ladder from the loft. We all returned to our room, a whispered consultation was held, but we were obliged to confess nothing could be done but to watch. After awhile the ruffians returned, ascended to the loft, and for the rest of the night there was quiet.

As we were leaving next morning, something lying on the ground near the house, covered with an old blanket, attracted our attention. A pair of muddy boots projecting from under one end, suggested what the object might be.

JOSEPHINE BRINKERHOFF.

HEN BINKS' DOG FITE.

For the MONTHLY.

Hen Binks had a dog; every body knew Hen's dog, and everybody but Hen hated him; he had only one eye, and his ears were cut off close to his head, his tail looked like as if it had been broken at some time in the middle, but he was white when he was a pup, and was of the bulldog breed. He was a fiter. Hen said "he could lick his weight in anything that wore hair."

Hen's dog didn't have much hair to speak of, in fact he had lost most of it in his various encounters with his canine fellows. He had more scars than hair, and a remarkably unpleasant cast of countenance when he smelled a fellow's legs, as though he was prospecting for a square meal. He was poor, too. Hen said he was in "fighting trim;" his upper lip was too short and showed his teeth.

(Hen looked like his dog, and was of the same breed).

Well, one day Hen and the other dog were meandering down Market street looking very disconsolate; they had not "chawed up" anything that day, and were feeling bad in consequence thereof; in fact, were spiling for a fite; when, nearing the intersection of Fourth and Market streets, they came plump upon a countryman selling apples from his wagon. Hayseed was a quiet, easy looking fellow, and Hen thought he might possibly scare easy; the wagon stood with the hind wheels backed up to the curbing, and the tail end projected over the sidewalk about two feet. Hen cocked his slouch hat over his left eye, and thus addressed the farmer, "I soy Hayseed, yer wants ter git offen dis crossin' d'ye hear. Say !"

Hayseed kept right along measuring and selling his fruit, and paid no attention to either the words or manner of the bully, but from the front end of the wagon there arose the most homely specimen of the yaller dorg you ever did see. Hen's eye caught him in a minute. Here was a chance for a fight. Hen's dorg saw him too, and what few bristles were left from former fights assumed an upright position forthwith; the yaller dorg was not many seconds in accepting the defii so plainly offered, and with a bound and a roar was upon the ground. Hen crowed and Hi ! Hied !! "Seek him, Boze," (that was Hen's dog's name). Hayseed kept along measuring apples, but the crowd lost their interest in commercial affairs right away, to view the "dog fite." Hayseed straightened up with the remark, "I gess Tige kin take keer of himself, on thet thar purp." He sat down on his peck measure to wait until his customers got through dog-fighting and ready to buy apples again; it soon became evident that Hen's dog was getting the worst of the fight; one leg was already broken, and he was fearfully "chawed up," but he hung on like the bull-dog that he was. Hen was frantic with rage, and he had been bitten twice in his efforts to assist his dog; at last he got a big stone, and was about to crush the yaller dorg, when

Hayseed jumped out of the wagon with his "black-snake whip." "Don't tech em, stranger, yew aigged on that fite, and tha shell fite it out; don't yer tech em." Hen turned on the farmer (here was the chance he had been looking for, but alas, for human calculation.) Hen struck at Hayseed a powerful blow, but missed him. Hayseed straightened for Hen once, and down he went, and the farmer plied his blacksnake with such vigor that Hen bellowed like the calf that he really was; but how fared it with Boze in the meantime. That yaller dorg had "chawed him up;" there he lay on his back "dead as a smelt," and Tige sat upon the curb stone licking his chops and eyeing his late adversary closely to see if he moved. Tige was a good deal worse for wear, but still he had lots of fight in him. The farmer said, "I know'd Tige cud tek keer of that purp ef he had a fair show, an I allow he hed; who wants to buy some more apples, them fruit is ez sound ez Tige, an ez good grit, and thet's sayin' a good'eal." Hen Binks sneaked off amid the jeers of the delighted crowd, and the farmer sold all of his apples as fast as he could measure them up; after he had sold out, he stood up and looked over the crowd who were still discussing the late dog fight, and thus addressed them: "I say fellers, Tige an me ain't much ter look at, but we're h—l to fite when we have to; I'm much obleeged tu you'ns fur showin' us fare pla, an buyin' my apples. Get in, Tige. So long, fellers," and away went Hayseed singing "Wait Till the Clouds Roll By," with Tige beating an accompaniment on the floor of the wagon with his tail, and the crowd cheering them both.

"SARDINE."

THE FARMER AND THE TELEGRAPH.

For The MONTHLY.

The operator sat in his office and looked with pride on the scene,
The sun as it shone on the river's breast and away o'er the fields of green;
When, turning his head from the window, he hears a soft tap at the door,
And on being told to "come in," a farmer appears on the floor.

"Well, boys, I came to the city to-day, and many are the sights I've seen,
And I thought I'd drop in your office awhile and look at the telegraph machine,
For I've often heard o' its wonders but I never seen it play,
But I kind o' liked to see the thing, so I called in to-day.

"When I was a youngster o' your size, I'll tell you of it soon,
We thought the things that are here to-day was farther away than the moon;
We used to travel in stages then, and we didn't think it slow,
Yes, everything went by stage, then, the days of long ago."

The old man looked out of the window, the sunbeams on his withered cheeks play
While he thinks of the changes Time has made from the old to the new of to-day;

In the days when lived his comrades, the days of the hoe and plow,
When bread was gained by the tilling of soil, and the sweat of the fevered brow.

"Now what is it makes the news travel, and how does it go far away,
Sure, you say it's the wires that do it, now I see 'em every day;
And I often wondered the good 'ov 'em, for they run right nigh the farm,
And I thought I'd let them stay thar, they didn't do me any harm.

"Now what is the noise you're a-makin', and how do ye git the news,
Sure I never at all could stand it, 'twould drive me out of my shoes;
And how do ye know what's a comin', or where it all comes from,
I tell you the ways of the telegraph, I tell ye it beats me some.

"Now, these brass 'uns what are they for, they never stop for a change,
And you say it's the lightning moves 'em, wal, indeed, now ain't that strange;
And you say these wires are on the land, and away down under the sea?
Wal, now, this way of the telegraph, it beats an old man like me.

"I got a letter some time ago, from a brother of mine in Dundee,
And I remember they charged me fifty cents, when I knew 'twas only three;
But they said it came by telegraph, came faster than the mail,
And was sent along on the wires, and not on the iron rail."

* * * * *

The old man sits busily thinking, his thoughts far away in the past,
As he thinks if the seed he has sown in his time, be down by the wayside cast;
Or from the sparkling meadow will spring good fruit from its own,
And reap him abundant harvest, if therein his seeds were sown.

"Wal youngster, this is a queer world, an' it seems these things must come,
Yes, indeed, it is a queer place, and it seems 'twas made for some;
And they say some day, and who'd believe it, 'twill all be burned by fire,
But the strangest things of inventun is, is sending 'em news on a wire.

"These inventuns are mighty handy, I remember my days of yore,
When the shovel and hoe did the farm work, then, indeed, there was nothing more;
But look at all the fixin's now, and the farm a lookin' so clean,
I tell ye the farmer's life nowadays, is the best that ever was seen.

"But how the times are changin'! when I cum to the city to-day,
And seen 'em a hurryin' up and down, agoin' this an' that way;
And as I looked around me, the buildings so tall an' high,
I wanted to live in the city, and I had to sit down and cry.

"Wal, this telegraph is a great thing, it tells how the world goes on,
It joins our country to others, and makes us nearly one;

It brings us joy or sadness that we never thought to learn,
For no matter how we take it, old Time must take his turn.

"Who was it first invented it, he must be smart of course,
You say old Ben Franklin, and later a man named Morse,
And were they both Americans? Why, America, God bless the name,
Our country above all others, for men of honor and fame.

"I read in the papers lately that they've got out something new,
If I remember they call it the telephone, or something they speak through;
And I think it's the greatest wonder, yet if it's true as what I read,
That a man in New York and Boston could hear what the other said;

"Just think what happens in Europe is known here the very same day,
And no matter what happens here, we know it right away;
The railroad trains, the markets, the elections it does control,
But I s'pose something new will turn up, as time does onward roll."

Still the operator sat in his easy chair as the farmer turned to go,
And he said he had seen some things to-day that were not very slow;
But the telegraph had "beaten 'em all," and he said as he went away,
"These things are done by Providence, but how, I cannot say."

J. M. BURNS.

A CRUEL BLOW.

ONE THING DELIGHTFUL TO YOUNG LADIES ABOUT THOSE CALENDAR
CLOCKS.

In the soft adumbrant meshes of sieved silver; the sunbeams melted through the leaves and dipped in spangles of gold upon the brown and black moquetricie of shadows that led to the ragged edge of the curbstone that bordered upon a stone pavement, bearing the marks of many a foot-fall. On this pavement stood a lady fair to look upon. The glints of sunshine in her hair lent additional luster to her roguish eye, and her mouth was wreathed in smiles, for by her side stood her heart's idol. He was all in all to her, but he was bashful. They were fondly gazing into each other's faces and the adjacent shop window, when, in accents soft and murmuring, she said:

"Ah, darling, isn't there something perfectly delightful about these calendar clocks?"

"Yes, dear, but what do you admire most about them?" he fondly inquired.

With a blush of modesty mantling her fair cheek, she replied:

"Why, don't you see, they—they name the day."

With a sickening thud he dropped to that worn pavement. Kind hands lifted his stricken form and hurried him away to his palace near Sunset Park, where he could ponder on the blow which she had dealt him.—*Exchange.*

EATING HOUSES.

BY BILL NYE.

Over at Kasota Junction the other day I found a living curiosity. He was a man of about medium height, perhaps 45 years of age, of quiet disposition, and not noticeable or peculiar in his general manner. He runs the railroad eating house at that point, and the one odd characteristic which he has makes him known through three or four States. I could not illustrate his eccentricity any better than by relating a circumstance that occurred to me at the Junction last week. I had just eaten my breakfast and paid for it. I stepped up to a cigar case and asked this man if he had "a rattling good cigar."

Without knowing it I had struck the very point upon which he seems to be a crank, if you will allow me to use the expression, though it doesn't fit very well in this place. He looked at me in a sad and subdued manner and said: "No sir, I haven't a rattling good cigar in the house. I have some cigars that I bought for Havana fillers, but they are mostly filled with Colorado Madur overalls. There's a box over yonder that I bought for good, straight, ten cent cigars, but they are only a chaos of Flora Fina and Danfino, all socked into a Wisconsin wrapper. Over in the other end of the case is a brand of cigars that were to knock the tar out of all other kinds of weed, according to the urbane rustler that sold them to me, and then drew on me before I could light one of them. Well, instead of being a fine Colorado Claro, with a high priced wrapper, they are common Mexicanostinkaros, in a Mother Hubbard wrapper. The commercial tourist who sold me those cigars and then drew on me at sight is a good deal better on the draw than his cigars are. If you will notice you will see that each cigar has a spinal column to it, and this outer debris is wrapped around it. One man bought a cigar out of that box last week. I told him, though, just as I am telling you, that they were no good, and if he bought one he would regret it. But he took one and went out on the veranda to smoke it. Then he stepped on a melon rind and fell with great force on his side. When we picked him up he gasped once or twice and expired. We opened his vest hurriedly, and found that in falling his bouquet de Gluefactoro cigar with the spinal column, had been driven through his breast bone and had penetrated his heart. The wrapper of the cigar wasn't so much as cracked."

"But doesn't it impair your trade to run on in this wild, reckless way about your cigars?"

"It may at first but not after awhile. I always tell people what my cigars are made of, and then they can't blame me, so after awhile they get to believe what I say about them. I often wonder that no cigar man ever tried this before. I do just the same way about my lunch counter. If a man steps up and wants a fresh ham sandwich, I give it to him if I've got it, and if I haven't I tell him so. If you turn my ham sandwiches over, you will find the date of publication on every one. If they are not fresh, and I have no fresh ones, I tell the customers that they are not so blamed fresh as the young man with a gauze moustache, but that I can remember very well when they were fresh, and if his artificial teeth fit him pretty well he can try one.

"It's just the same way with boiled eggs. I have a rubber dating stamp, and as soon as the eggs are turned over to me by the hen for inspection, I date them. Then they are boiled, and another date in red stamped on them. If one of my clerks should date an egg ahead, I would fire him, too, quick.

"On this account, people who know me will skip a meal at Missouri Junction in order to come here and eat things that are not clouded with mystery. I do not keep any poor stuff when I can help it, but if I do, don't conceal the horrible fact.

"Of course a new cook will sometimes smuggle a late date onto a mediæval egg and sell it, but he has to change his name and flee.

"I suppose that if every eating house should date everything and be square with the public, it would be an old story and wouldn't pay, but as it is, no one trying to compete with me, I do well out of it, and people come here out of curiosity a good deal.

"The reason I try to do right and win the public esteem is that the general public never did me any harm, and the majority of people who travel are a kind that I may meet in a future state. I should hate to have a thousand traveling men holding nuggets of rancid ham sandwich under my nose through all eternity, and know that I had lied about it. It's an honest fact. If I knew I'd got to stand up and apologize for my hand-made, all-around, seamless pies and quarantined cigars, heaven would be no object."

THE TWO PATHS OF LIFE.

They are but little alike, 'tis very true, yet as plain to every one
 As the light of the moon, and stars at night, or the glare of the midday sun,
 They commenced at the dawn of every life, in the flush of innocent youth,
 When the heart kept warm with a mother's love, with gems of hope and truth

One is winding, and rugged, and steep, and the thorns keep giving you pain,
 It turneth so oft in its uncertain way, you soon grow footsore and lame,

And the bruises of body, and mind, and soul, are enough to sadden the heart,
Until well nigh lost in a desert of woe, and the paths are still wider apart.

Millions have followed the first to the end, just as others so often before,
And with staff or crutch keep hobbling along, till they reach the rocky shore
Which borders the dark sea of misery, and the waves of despair and sin,
Are only awaiting too anxiously, to gather each traveler in.

And out of the many, how few ever stop, or turn back and close the gate,
But continue right on till the wounds become deep, and then only exclaim too late,
Ashamed to stop or ever return, and learned so well to say,
"There yet may be hope when I reach the end, for so many have gone this way."

Before reaching the end, 'tis a wide, wide road, with pit-falls on every side,
And they craze the brain, fill the soul with pain, wound the last feeling of pride,
And the heart groweth sore as yon marble slab, just a little way to the end,
Where the other path would have saved a soul, to the world a man, a friend.

And the other path is both fair and smooth, there are guides on every hand,
And with every mile comes a welcome smile, with a promise so noble and grand;
Not even one thorn to pierce the side, not a cloud to blind one's way,
And this road in the dark hours lighter than the other was in the day.

It passeth through the fields of brightest green, 'mid roses of sweet perfume,
And the birds seem glad, and joyfully sing many a beautiful tune,
With nature arrayed in her gayest dress, age smiling as you pass by,
And a beacon of love as you gaze above, from the rays of the clear blue sky.

And at every step till the end of life, till you reach the river that flows,
And on to the haven of peace and joy, and treasures of which God only knows.
All along the shore wherever you go, till at last you reach the end,
There's a sentinel standing at every turn, His name is Faithful Friend.

He will give you the password at any time, whether by day or night,
Has never been changed and never will be, the words are Try and do right;
The meaning so plain there can be no mistake, emblems of a life of love,
The guide boards along the plain path here, that leads to a heaven above.

So it is better to start in the plain right path, that is lined with beautiful flowers,
Than to tread the broad road that leads to a dearth of happy and peaceful hours,
Turn aside from the one that carries you to a bitter and painful end,
And travel the one that leadeth you to a sure and steadfast friend.

For one cannot walk in the two at once, try this one and that for awhile,
Nor can you expect the thorns of life to return you a loving smile,
The paths of this life are not lined with gold, there is no promise given
To those who walk in the wrong path here, which ends e'er it reaches heaven.

E. H. BELKNAP.

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL-
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

WOMEN AS LISTENERS.

Woman is primarily a being who listens. She has in these days lost much of her original teachableness, but she has not yet entirely discarded the appearance of being teachable. In her capacity for hearing without obeying lies her true power. As a talker, she has her peers; as a listener, she is unequaled.

If, as a French writer says, the conversation of women in society is like the straw in which china is packed—worthless itself, but without which everything would be broken—the listening of woman is what saves us from a Babel of tongues that would bring the sky about our ears in no time. Not that woman is always, or, as a rule, unwilling to use her tongue (there is no need of being radical), but the listener who encourages you with eyes and expression and appreciative laughter, is a woman. She never lets her glance wander in an absent manner, to be brought back to meet yours at an important point with an effort of which you are both keenly conscious. To whom are you tempted to relate bits of curious personal experience, the suffering caused by some random shot of outrageous fortune, the fancies suggested by some book, some view, some journey? To a clever, sympathetic woman, whose eyes brighten with interest or sadden with sympathy as she listens, who seems to anticipate your next word with eager pleasure, and who, for some reason or other, just then, while you are in this confidential mood, has very few experiences or fancies of her own to communicate—only hints at them—just enough to keep you in countenance.—*Lippincott's Magazine*.

We recommend the following recipe given by Miss Corson, the successful teacher in cooking schools to the prayerful consideration of not only the young ladies who are gazing expectantly toward the matrimonial market, but to those fortunate or unfortunate beings who have the ready material with which to experiment:

"A good many husbands are utterly spoiled by mismanagement. Some women go about it as if their husbands were bladders, and blow them up. Others keep them constantly in hot water; others let them freeze by their carelessness and indifference. Some keep them in a stew by irritating ways and words; others roast them. Some keep them in pickle all their lives. It cannot be supposed that any husband will be tender and good, managed in this way, but they are really delicious when properly treated."

After giving some simple directions as to selecting a husband, she says that he should be placed in a kettle of the finest porcelain and tied there "by a strong silk cord called comfort, as the one called duty is apt to be weak. They are apt to fly out of the kettle and be burned and crusty on the edges, since like crabs and lobsters, you have to cook them while alive. Make a clear, steady fire out of love, neatness and cheerfulness. Set him as near this as seems to agree with him. If he sputters and fizzes, do not be anxious; some husbands do this till they are quite done. Add a little sugar in the form of what confectioners call kisses, but no vinegar or pepper on any account. A little spice improves them, but it must be used with judgment. Do not stick any sharp instrument into him to see if he is becoming tender. Stir him gently; watch, the while, lest he lie too flat and close to the kettle, and so become useless. You cannot fail to know when he is done. If thus treated, you will find him very digestible, agreeing nicely with you and the children, and he will keep as long as you want, unless you become careless and set him in too cold a place."

An exchange asserts, upon whose authority we know not, that Mme. Patti says she would rather broil a beefsteak than bring down a house. Mme. Patti can well afford to make such remarks since her triumph is assured. None but those who have achieved great heights dare underrate them for the humbler occupations of life. If some quiet housewife, devoid of any accomplishments except her knowledge of the culinary art, would say she would rather broil a beefsteak than win the applause from a house crowded with an intelligent and appreciative audience for her marvelous vocal powers, she would be termed stupid, narrow-minded, with no fine ambition or taste for higher achievements. But since Mme. Patti has demonstrated to the world that she *can* "bring down the house," she can gracefully acknowledge a weakness for broiling beefsteak. It remains to be proved that she can do so half as successfully as she can sing. It is only the people who are established by money or fame who are allowed the luxury of eccentricities.

A few years ago there was a good deal of stuff published here one winter about the propriety of women going to the theater and other places of amusement after night unattended by male escorts. Now all that is so common no one speaks or writes about it. Women have demonstrated their right to go where they please, and as they please. They go to the theater in groups, in couples, and even singly, without exciting remark or notice. If they didn't manage for themselves in these matters, there is a strong probability that in many cases their lives would slip by uncheered by a sight of kings in cat fur, stage villains, stars, and other inspiring things in mimicland. There are not men enough to go around, and the half of them do not do their duty as escorts. They string into theatres alone or in squads, while the women do the same.

In hotels and boarding houses ladies, young and old, club together and go to everything in the way of dramatic and operatic performances without so

much as the shadow of a man with them. What is more, they become addicted to going out in this untrammelled way and like it better, as some of them derisively say—"than to have the care of a man." It requires less fuss and less dress, and altogether, the general opinion is a much easier method of enjoying the good things of the stage than the time-honored fashion of each going out with her "young man."

New York is crammed with "lone, lorn women"—maids and widows, youthful in the forties, and even beyond. Sometimes there are fourteen of them at one table, with one spiritless, downtrodden man at the foot, meekly bearing all the slings and arrows they choose to hurl at his unregenerate sex. What would become of the dramatic stars if all this unmated femininity, wherever found, calmly sat itself down to wait till the gallant escort came along and asked it to accompany him to the theater! Why, they would be obliged to put down their prices, and vacant chairs would be more numerous than the buds of spring.—*New York Correspondence Indianapolis Sentinel.*

HOW A WOMAN SAWS A BOARD.

Denver Tribune.

When a woman her home would decorate
 She stops not at obstacles small or great,
 But the funniest sight her trials afford
 Is when madam essays to saw a board.

With her knee on a plank, and the plank on a chair,
 She poises her saw with a knowing air,
 Makes several wild rasps at the penciled line,
 And is off with a whizz the reverse of fine.

With lips compressed she gets down to work,
 And crosses the timber jerkity-jerk,
 She can't keep to the line, her knee slips askew,
 But she keeps to the work till the board splits in two.

She has damaged the chair, she has ruined the saw,
 Her back is aching, her hands are raw,
 And she finds when she tries to fit her prize,
 It's an inch too short of the requisite size.

Dar's two men whut yer kain argy wid 'bout wimmin. One whut's fixin' to git married, an' one whut's been married for some time.—*Arkansaw Traveler.*

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

Note the date on your address label and see if your subscription expired with the December Number, and if it did, send your renewal quick, as no more books will be sent until your subscription for 1886 is received.

POLITICS IN RAILWAY SERVICE.

The majority of railway employes are not politicians, and take but little interest in politics. In fact, a great many of them are inclined to be somewhat on the muggump order. They owe allegiance to no political party, but make up their minds as to the character of a candidate, and vote for the best man, regardless of party and of those who do affiliate with one or the other of the political parties, but very few take any active part, and in many cases their intimate friends do not know their preference.

The MONTHLY, therefore, was much surprised to observe the following item in one of its exchanges, for it had no reason to think the N. Y. C. conductors were politicians (though a popular and well known Erie passenger conductor doomed himself to perpetual exile from home by vowing never to return from Grand Division until Hancock was elected President), and it immediately proceeded to investigate, and herewith gives the result:

An old railroader says to the *Utica Observer* that those who marvel much at the removal of so many Central conductors might have their wits sharpened by observing the fact that just about this time every year one of these spasms seizes upon that very virtuous corporation; also that there are many members of the Legislature who have friends, as well as relatives, to care for. Trace back the pedigree of the newly appointed conductors, and the chances are favorable to finding many of them linked by ties of consanguinity, marriage or political obligation to senators, assemblymen, or the chief officials who control the destinies of the great four track monopoly.

Yours of the 19th inst. received, and contents noted. I would say in regard to the clipping inclosed that the *newspaper* man who wrote it had much more "space than matter" on hand for his next issue, at the time he wrote it. I am personally acquainted with the fifteen or sixteen conductors recently removed on the Middle Division of the N. Y. C. & H. R. R. (Albany to Syracuse), many of them intimate friends. Am also acquainted with nearly all of the men who have been appointed to fill their places, and have had frequent conversations with them in regard to the removals and appointments. None of them think that *politics* had anything to do with it.

The men who have been appointed are nearly all taken from the freight service, and most of them have shown some ability as railroad men, and have been a long time in the employ of the company,—the selections being made by the Division Superintendent. There are a great many theories advanced as to the cause of the wholesale removals of conductors on the N. Y. C. & H. R. R., and also a few facts are known; but none of the theories or facts point to a political reason.

I was much pleased with the manner in which you *done up* the "man about town" in the last issue of the CONDUCTOR'S MONTHLY. It is generally believed among conductors in these parts that just such rascals as he tacitly admits himself to be, and you so *emphatically emphasize* in the MONTHLY, is very largely the cause of the recent indiscriminate removals of N. Y. C. & H. R. R. conductors.

A SCHOOL FOR RAILROAD MEN.

Superintendent Murphy, formerly of the Delaware Division of the Erie, now of the Western Division, is, according to all accounts, a model railway officer. At the present time he is holding a school in his office at Buffalo. All the trainmen are undergoing an examination to determine for the schoolmaster what they know about the handling of trains. The poor trainmen are asked all sorts of questions as to what they would do in case of an accident. When the train was suddenly stopped most of them would probably lose their heads more than one way. Superintendent Murphy is a strict disciplinarian, and the men working on his division must know something about train manipulation.

Noting the above in the *Elmira Gazette*, some time ago, the MONTHLY proceeded to make some inquiries in regard to it, as it seemed somewhat singular that the employees on only one division of a road like the "Erie" should be subjected to so much "grief" that their associates on other divisions escaped.

The *Gazette* certainly is wild in the assertion that the "most of them would lose their head" in case of accident or unexpected stoppage, for the employees of the "Erie" will compare favorably with those of any other road, and it is a well-known fact that the *majority* of the train men do *not* lose their presence of mind under difficult and unexpected circumstances.

A valued correspondent gives the facts in the case above as follows:

LOCKPORT, N. Y., Dec. 9, 1885.

"Referring to the above from the *Gazette*, one would suppose that 'the poor train men' of the Erie Railway are at the present time undergoing such a trying ordeal as to excite the sympathy and compassion, not only of the railway employees, but of the entire public as well. The facts are few, and quickly stated. Some time in 1883 a new book of General Instructions and Train Rules was issued and placed in the hands of every conductor and engineer in the service. Said rules went into immediate effect, and were supposed to be perfectly understood by all employees.

"Over two years were given to learn these rules. Then the General Superintendent issued orders to the different Division Superintendents to call the train men, operators and dispatchers to their Division headquarters, and examine them as to their proficiency and knowledge of the rules, and as to what action they would take under certain contingencies for the protection of their trains and the safety of the lives and property placed in their care. The examination was honestly and fairly conducted, and reflects no dishonor upon Supt. Murphy. In fact, he exhibited a greater degree of patience and forbearance than most men would have shown under similar circumstances. While most of the men were well posted, and answered promptly and correctly such questions as were asked them, there were others who 'beat about the bush' and dodged, so far as possible, the 'question before the house.' Such were followed carefully by Mr. Murphy, and he found it necessary to suspend several old employees. One could not tell how passing places on the time tables were designated. Another could not tell what a star on the time table designated. Another (and this one an old conductor) could not answer correctly how he would protect himself with flag and torpedoes in case of accident and stoppage on the main track. Another, this one an engineer of several years' experience, when asked how a train detained on the main track should protect itself, and how many and in what manner torpedoes should be used, he answered that he

would put on the rails all the torpedoes he had. 'Well,' said Mr. Murphy, 'suppose you had half a bushel?' 'Well,' said he, 'I would put them all on.' Soon after Mr. Murphy asked another engineer what he would do if he exploded two torpedoes. Answer: 'Reduce speed, looking out carefully for a flag.' Question: 'What would you do if you exploded a third single torpedo?' Answer: 'Stop and ascertain the cause.' 'But,' said Mr. Murphy, 'suppose you should explode Mr. Blank's half bushel of torpedoes, what would you do?' Answer: 'Jump off.'

"This examination has been productive of much good, and the men are now studying and talking over the rules, and in emergencies can act with better judgment and with more positive knowledge than before.

"The Erie are to adopt on Jan. 1, 1886, the Standard Uniform Signals which were adopted by the General Convention at Philadelphia, Oct. 9, 1884. The new code is now in the hands of all employees, with instructions to study them carefully."

THE PENNSYLVANIA RAILROAD RELIEF DEPARTMENT.

As all readers of the MONTHLY have undoubtedly learned before this, the P. R. R. have organized a relief fund for the benefit of their employees. A circular has been issued by the president of the company, giving a general outline of the plan, from which we quote:

The *first* article gives the title and objects, and one of them is "to exercise supervision over sanitary matters affecting the health of employees, put in operation measures to secure conditions favorable thereto," and

Second.—The fund will be created by an application to that purpose, under contracts of employment, of portions of the wages of employees, at uniform rates, graded in amount according to their regular pay. The company will be trustee for the fund and responsible therefor, pay any deficiencies which may arise from the fund not proving sufficient to meet the demands upon it, manage the department, pay the operating expenses, furnish the necessary office room, and grant the services of its officers and agents without charge upon the fund.

Third.—Those who shall become entitled to the benefits of the fund will be known as "Members of the Relief Fund." Their admission to its privileges will be based on applications to be made by them in the form and under the terms prescribed in the regulations of the department.

Fourth.—The department will be in charge of a superintendent, who will be aided by an advisory committee consisting of members, chosen equally by the employees, who are members of the fund, and by the board of directors of the company, with the general manager of the company and the superintendent of the relief department as *ex-officio* members.

The *fifth*, *sixth* and *seventh* articles provide for the rates to be paid, the amount of benefit to be received by members, etc., from which we find that employees who receive \$35 or less per month are required to pay 75 cents per month, receive 50 cents per day in case of accident or sickness, and \$250 for death from sickness or \$500 for death by accident; those receiving \$60 per month, pay \$1.50 per month, and receive \$1 per day or \$500 and \$1,000 for death; those receiving \$80 per month, pay \$2.25, and receive \$1.50, \$750 and \$1,500 respectively; those receiving \$100 per month, \$3, and receive \$2, \$1,000 and \$2,000 respectively, and those receiving over \$100 per month, pay \$3.75, and receive \$2.50, \$1,250 and \$2,500 respectively.

Article *eight* provides that after the inauguration of the department all persons enter-

ing the service of the company, or promoted in it, must become members of the relief department, and that those already in the service may become members without regard to age or physical condition.

A paragraph of article *nine* is as follows: "As privilege of participation will hereafter depend upon age and physical condition, those now in service *may be debarred from participation*, if they delay applying until after the period during which the privilege is open to them." [The italics are ours.]

And now comes the kernel:—

Tenth.—The company having established this method of relief for their employees, and undertaken the management and *expense* thereof, will discontinue the allowance of gratuities after the expiration of the period of six months before mentioned, and all fines paid by employes for dereliction of duty will thereafter be added to the relief fund.

It is somewhat difficult to express an opinion from the information contained in the circular, which seems to us to be more remarkable for what it *omits* to say than for what is said. The person who kindly sends us the circular gives no information as to the details of the operation of this department, and it appears to us that it is an excellently devised scheme on the part of the company to avoid its just liability to its employes. We are earnestly in favor of any and all benefit associations that *are* benefit associations, and in the interest of members.

The company agree to "contribute liberally" to the support of the relief department, but aside from the assuming the expense of the management, they make no definite engagement, except to guarantee the payment of the benefits provided for, which, with the rates charged, we believe they can safely do with little prospect of loss, and there certainly is room for a wide difference of opinion as to what may be "liberal contributions."

The circular does not say in so many words that all present employes of the P. R. R. and lines controlled by it must become members of this relief department, but we note that some of the press dispatches state that membership is compulsory, and we gather from the circular that while the officers may not say, "Join or take your time," it will amount to the same thing, as from the language of article *nine*, and one who does not become a member may dismiss all hope of promotion. The *tenth* article is, however, the one on which we are inclined to look with the most suspicion, particularly as one press report says that employes are required to sign a contract releasing the company from all liability in case of accident, no matter what the circumstances, or in other words sign what was known as the "Death Warrant," when an attempt was made by a Western road to introduce it a few years ago. If by "gratuities" the circular means sums that they have been in the habit of paying injured employes when they were under no liability, no good objection can be made to the article, but, like "liberal contributions," "gratuities" may be differently understood by those interested, and if it shall be construed to mean *all* liability to the employe under any circumstances the relief department is likely to meet with serious opposition that may affect its successful working.

We will be glad to hear from some of those interested before the next issue of the MONTHLY in regard to the particulars, and if the relief shall prove to be a "benefit," and not an effort on the part of the company to compel its employes to pay its liabilities, we are confident they will cordially join in its support.

Since writing the above we find the following in the *Elmira Tidings*, which we quote as giving the views of an employe:

To the Editor of the Tidings:

You doubtless have read the accounts of the Pennsylvania railroad's benefit fund scheme. I am frank to say the men do not like it, as it looks too much as though the employes must join the relief, or leave the company's employ. I will instance: Suppose a man, sixty years old, works for the company, and is insured already in a mutual company. He has all he can do to keep up his dues, and if he joins the R. R. company relief he will have to give up the other. If he should lose his job with the company he would be without any insurance whatever, and at his age could not get any. When signing the agreement, the em-

ployees have to waive all claims for damages (except the insurance) should they get hurt. The men all think they should be allowed their own manner of insuring themselves. There are other features of the plan which the men think are a hardship. One is the high rate of the premiums. It is probable a remonstrance will be sent to the company, asking for a revision of the payments. It has been generally agreed that if the company's rates were as cheap as the mutual companies', such as the Knights of Honor, A. O. U. W., or Royal Arcanum, they would willingly join. They hope the company will re-arrange the schedules.

AN EMPLOYEE.

ELMIRA, Jan. 30.

Superintendent Meade, of the Northern Central, informs the *Elmira Gazette* that it is optional with the employees whether they join or not, but there may be a difference of opinion in regard to this also, as some will undoubtedly insist that shutting an employee out from all chance for promotion, unless he become a member of the relief, is not leaving the question of joining entirely optional. Mr. Meade answers one objection made in the above letter by saying that employees may continue their membership in the relief after leaving the service of the P. R. R. by paying the regular monthly dues, and it is quite likely that other objectionable features will disappear with further information. We quote from a *Bloomington Leader* editorial showing that different opinions are entertained:

The plan of the Pennsylvania Railway Company to organize a mutual insurance company among its employees to protect them in case of accident or death, is a good one, and is meeting with general favor, a majority of the men already having enrolled their names in the society. This is simply organized charity. Those persons who are unfortunate are assisted by the men who have escaped disaster. It is on this same principle that all co-operative insurance companies are conducted, and when men come to look upon life insurance as quite as necessary as a house to live in, or clothes to wear, we shall hear less of suffering among the widows and orphans of the poor.

WHAT THEY SAY ABOUT IT.

Mr. C. S. Wheaton, Grand Chief Conductor of the Order of Railway Conductors' has retired from the editorship of the CONDUCTORS' MONTHLY, and has been succeeded by Mr. Wm. P. Daniels, Grand Secretary and Treasurer of the Order. In the MONTHLY for December Mr. Wheaton announces his retirement in a very modest and sensible manner, and Mr. Daniels, who has for some time been manager of the MONTHLY, announces his promotion to a "regular run" as editor in a well written salutatory which promises well for his success as an editor. The offices of MONTHLY, and also of the grand chief conductor and grand secretary and treasurer, have been removed from Cedar Rapids to No. 115 Dearborn street, Chicago. The magazine is conducted in an intelligent, kindly and liberal spirit, and is doing a good work in its special field. The *Railway Age* is pleased to note its continued success.—*Railway Age*.

THE RAILWAY CONDUCTORS' MONTHLY. The place of publication has been changed from Cedar Rapids to Room 46, No. 115 Dearborn street, Chicago. Mr. C. S. Wheaton retires from the editorial chair, and W. P. Daniels, its former business manager, takes the vacancy caused by the retirement. No comment of ours upon this valuable magazine is necessary. It is first class in every respect.—*Railroad Telegrapher*.

At the last convention of the Order of Railway Conductors Mr. Wm. P. Daniels, of Cedar Rapids, Ia., was chosen as editor of the monthly magazine conducted by the organization. The headquarters of the Order were also transferred from Cedar Rapids to Chicago. Mr. Daniels was one of the oldest conductors on the Burlington, Cedar Rapids & Northern Railway, and was known as one of the best men on the road. We trust that his success in running the MONTHLY will be equal to the record he made in running trains. In that case the subscribers will invariably receive their paper on time. [We are sorry Bro. Sinclair's prediction is not verified so far, but we expect to "make up time," and be prompt hereafter—Ed.]

EMPLOYES' LICENSE.

EDITOR TELEGRAPHER.—Your expressed wish to enlarge your Christmas issue the only excuse, I plead for occupying so much of your valuable space, but since writing to you I have received the following communication from Mr. W. P. Daniels, Grand Secretary of the Order of Railway Conductors, in reply to my letter of inquiry as to the sentiment of that order, etc., upon the "license" question. He says :

"In regard to the matter of licenses, I have always been very much in favor of them. I believe it will certainly be beneficial not only to the classes directly interested, but to all, including the traveling public and railway corporations.

"Second, in regard to the attitude of railway officials, I should expect considerable opposition from them, though I think many would be in favor of the plan.

"As I understand the matter, it will be necessary for the State legislatures to take it in hand, as the U. S. Congress controls no State road whatever, and would not have the authority to provide that conductors or other employees whose duties lie wholly within one State must be licensed.

"I think, however, that in proceeding in this matter, it is best to 'make haste slowly,' and be particularly careful that any bills that may be drawn are what they should be, otherwise the matter might and undoubtedly would degenerate into something of a political machine, in many cases at least."

In addition to this authoritative evidence, I have interviewed numerous representatives of Locomotive Engineers, and I find them unanimously in favor of "license." It seems to me that about all that is necessary to start the ball rolling is a leader. Boys express your ideas and preferences.—*Tel. Advocate*. OLD TIME R. R. TELEGRAPHER.

HE AIN'T BUILT THAT WAY.

A boy will eat and a boy will drink,
And a boy will play all day;
But a boy won't work and a boy won't
think,
Because he ain't built that way.—*Ledger*.

A girl will sing and a girl will dance,
And a girl will work crochet;
But she can't throw a stone and hit a
church,
Because she ain't built that way.—*Union*.

A girl will flirt and a girl will mash,
And ne'er give herself away;
But she can't scratch a match on the seat of
her pants,
Because she ain't built that way.
—*Herald*.

A girl will run and a girl will jump,
And sing and play all day;
But she can't ride a horse both sides at a
time,
Because she ain't built that way.
—*Ovid Union*.

A boy will smoke and a girl chew gum,
And both on one chair will stay;
But a girl can't turn up the gas and say
"go,"
Because she ain't built that way.

A girl will holler and a girl will yell,
And a girl at the rink will sway; [head,
But she can't climb a tree, or stand on her
Because she ain't built that way.
—*Manistique Sunday Sun*.

A girl will powder and a girl will paint,
Or arrange a nice bouquet;
But she can't steer a toboggan down the
slide,
Because she ain't built that way.
—*Menomonee Dem.*

A man may sin, a man may whine,
Or play the piano all day;
But he won't hang a bustle at the end of
his spine,
Because he ain't built that way.
—*North Dakota Dem.*

A "pussy" fat man can stand erect,
Enjoy life and be very gay;
But he can't stoop over and button his
shoes,
Because he ain't built that way.
—*Cedar Rapids Gazette*.

A dude will stand with his "wipe" in his hand
And wave at the girls all day;
But he never will benefit this fair land,
Because he ain't built that way.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

WM. P. DANIELS, Editor.

TRENTON, Mo., Jan. 4, 1886.

Wm. P. Daniels, Esq.:

EDITOR MONTHLY:—At the regular meeting of Trenton Division No. 42, Jan. 3, the Division was presented with a handsome altar cover, made of cardinal and old gold satin, trimmed with chenille fringe, elegantly hand-painted in floral designs, with inscription in center:

“Presented
to the
O. of R. C.
Trenton Division 42,
By
Mrs. W. W. Jolliff,
Jan. 3rd, 1886.”

The following resolution was unanimously adopted:

Resolved, That the sincere thanks of this Division are hereby tendered to Mrs. W. W. Jolliff for her useful and ornamental gift. That a copy of these resolutions be presented the donor, and a copy also be furnished the MONTHLY for publication.

S. R. GREEN,

S. and T. 42.

EMPORIA, KAN., Jan., 1886.

EDITOR MONTHLY:—Please grant me a little space in the MONTHLY, as you have not heard from us yet. I will try and give you and the readers of the MONTHLY a few items. First, Emporia Div. No. 11, at one time was about to surrender her charter, as they did not have members enough to keep it alive and working as it should; they had no hall to meet in, simply no money to lease and hold one, although there were five (5) worthy brothers who met in an old cellar, now where the Fifth Avenue Hotel stands, on the corner of Fifth and Merchants' streets, they, those worthy brothers, (5) five in number, to see if they would surrender the charter; they used a stone for the altar, and proceeded to vote on first ballot; the vote stood three to two. They took the second ballot, and another brother fell in and gave the three one more vote, and they resolved to go to work and see if they could not build No. 11 up, and make her a good and prosperous Division, which they did, and it is now in good working order, having a membership of sixty-seven (67), and nineteen (19), withdrawing and organizing Topeka Division 179, having all told, before the 19 members withdrew eighty-six (86), and still increasing in numbers every meeting. For the success too much praise cannot be awarded Bros. C. M. Hatfield, C. H. Branch, Jas. Sullivan, N. R. Hubbard and J. C. Weeks; but for them No.

11 would have given up its charter. May God bless and protect them in their walks and runs through life, and may they help to hold the charter until time shall be no more.

Our Worthy Assistant Grand Chief and Chief Conductor of 55, Bro. Coman and Bro. Hohl and myself, went to Emporia and had a good meeting last Sabbath, the 3d, and Bro. Coman instructed two candidates in the mysteries of our Order, and they both took out insurance policies. After instructing them there was quite a lively discussion on the insurance, between Bros. Branch and Donahoe and myself. Bro. Branch could not see what good the insurance was to a member if he was off of the road. I told him that he was liable at any time to get killed or die, and if such should be the case, that his heirs would get \$2,000 now, and after the first of June, they receive \$2,500, and Bro. Branch being in the grocery business and handling horses, was liable at any time to be badly hurt or killed. He finally thought the insurance a good thing, and made out an application the same evening.

Bro. Engles, C. C. Dolphin, S. and T., are hard workers and make the members be on time, or Engles side tracks them, and Dolphin handles the books as though he was an old accountant and bookkeeper.

I read Bro. Burr's letter, of Elmira Div. No. 9, in the MONTHLY. He stated that Kentucky was noted for its good whisky and pretty girls, but he failed to see the latter. How about the former, Bro. B.?

Bro. Cutter of Friendly Hand Div. 125, called and made me a short visit. I took Bro. C. out and showed him the city. He was astonished to see our cable cars and all the model improvements that Kansas City has. Come again, Bro. C.

Business on the A. T. & S. F. is quite dull at present, but the boys look forward to a revival, and that they will make good time. There has been some change in the system. C. W. Smith, of the Chesapeake & Ohio R. R., their general manager, has accepted the office of first vice-president of the entire system of the A. T. & S. F., with headquarters at Topeka. Kan., having control of the traffic and operating departments. Mr. Smith is highly spoken of as a good, reliable business man, and has been associated with railways for a number of years, and what few of the employes that has come in contact with him, speaks in the highest of terms of him. You will hear from No. 11 at some future time from the regular correspondent. I remain

Yours in P. F.,

JNO. W. UNKEFER.

AURORA, ILL., Jan. 3, 1886.

EDITOR MONTHLY:—Thinking that some might be glad to know that Belknap Division No. 96 is prospering both financially and socially, its membership being about fifty, all of the very best. They have leased the hall formerly occupied by the G. A. R. Post, No. 20, on corner of Broadway and Main streets, and have, I think, one of the nicest rooms in the State. The meetings are held every first and third Sunday of each month at 3 P. M., when they will be pleased to welcome any visiting brother.

On Christmas night occurred the first social gathering in the new hall, and it was pronounced a decided success by all who participated. We were

glad to welcome N. Degon and wife, from Chicago Div. No. 1, and last, but not least, came Bro. P. Swain, from Galesburg Div. 83. Neither were the absent ones forgotten, as Train Master H. Mahone can testify. The guests numbered about thirty couples, and all did ample justice to the tempting refreshments furnished by the ladies on committee. After supper we were well entertained with some choice selections by little Miss Abbie Judd. But as some were to go out about midnight (your humble servant's *better half* for one), good-bye and good wishes were said, and we departed for home, much pleased with the evening's enjoyment, and we can only say if any of the brothers wish to see an entertainment well conducted, let them attend one given by the ladies of Belknap Division 96.

J. A. W.

ALBANY, N. Y., Dec. 17, 1885.

MR. EDITOR:—Your article in the December number of the MONTHLY, touching the recent removals among the Central Hudson Railway Conductors is most timely, and permit me to say your comments in regard to the subject are warranted by the facts. In speaking about this *man about town*, your views coincide with my own, as I have been at a loss to account for the confidence placed in this class of passenger; for surely a person who would start out with the intention to beat his way through the world, would not hesitate to betray any one who was weak enough to be misled by him. He is numerous too, being found among the newspaper scribblers, the hangers-on about the hotel lobbies and billiard room, and the free and easy drummer, and others not so easy to classify. But there is another factor in the case, working against the conductor which you did not touch, but which is a stumbling block in the way of the most conscientious conductor.

Away back in 1857 the Legislature of this State enacted a law authorizing the N. Y. C. R. R. Co., to collect five cents (5 cents) additional from all passengers paying fares on the trains who had boarded the same at a station where a ticket office had been established. Before the duplex ticket system was established on account of the trouble to collect this five cents, the law became almost obsolete so that to-day perhaps 90 out of 100 of the traveling public are unaware of the existence of the law quoted above; the other ten are pretty evenly divided between those who, knowing the law are not satisfied as to the righteousness of it, and those who resist its payment through sheer meanness. The company have always since the law was in force required conductors to account for this five cents on all fares collected unless the ticket office was closed at the station where passengers boarded the train or tickets were not on sale for station to which passenger was bound. You can see how the most upright conductor might find it difficult to comply with the company's rules. We will take the case of a long through express train which the company expects to get over the road on time without stopping at way stations; the conductor finds a passenger without ticket who tenders the office fare and refuses to pay more. Of course the conductor does not always feel justified in stopping the train and ejecting the passenger, but he is required to turn in this five cents additional and of course he is often in a dilemma. Again, in case of a way train making stops only four or five minutes apart, the conductor finds several passengers without tickets. Of course there is no time to stop and argue about the

five cents, for the train has reached the next station where they all get off. They have each paid, perhaps, the regular office fare, leaving the conductor to make his report as best he may. The conductor may turn in every cent collected by making three ten cent fares count for two fifteen cent duplex tickets. But this would not save him from dismissal, perhaps if it was reported by the spotter employed by the company.

Your correspondent is acquainted with all the conductors who have been dismissed from the Eastern Division of this road, and he has no doubt, knowing the men as he does, that the great majority have been dismissed for no greater cause than the supposed cases mentioned above. At this writing there are but four of the old first class passenger conductors on the Eastern Division, and there is no telling where the axe will strike next. I would say in connection with this that the Blue Letter so called is a myth, and has been for years. Dispatchers at terminals are instructed to have conductors turn in their *kits* when dismissed, so far as I have been able to find out.

Yours, etc., from the

CAPITAL CITY.

A PLEASANT SURPRISE.

Mr. George T. Walker, route agent on the N. Y., O. and W. R. R., was the recipient of a beautiful present Saturday night, from Millard Division, Order of Railroad Conductors. The whole affair was a complete surprise to him. On returning home from doing some purchasing up town, he found a party of a dozen conductors in his house, but supposed they had simply come for the purpose of arranging for their annual ball. In a short time the object of the visit was made clear by Mr. C. E. Wiesz, who on behalf of the Order presented Mr. Walker with a handsome blue plush easy chair. The whole thing was so unexpected to Mr. Walker that at first he could not reply to the speech. Mr. Walker a few days before with one of his friends had been admiring the chair in one of our furniture stores, and the conductors hearing of it, immediately purchased the chair for him.

Mr. Ed Pierson, of Little Britain, and Mr. Gabriel Tuthill of this village, accompanied the conductors to Mr. Walker's house and assisted in the presentation.—*Exchange*.

JACKSON, MICH., Jan. 1, 1886.

EDITOR MONTHLY:—Wolverine Div. 182, having waited a long time, and watched with anxious eyes the columns of the MONTHLY for some word from our correspondent showing to the brothers throughout the country that we have a Division in Jackson and considerable regret has been expressed at not finding such word, I now take the liberty of assuming the duties of his office for once, hoping the brother will find a little time in the near future to devote to the MONTHLY, in the interest of our Division. Knowing what his duties are, and that his time is nearly all taken up with other matters, I will excuse him, as he is a true and worthy brother. But now to business. We were organized June 25, 1885, by Brother L. R. Car-

ver of Division 38, assisted by Bros. Parker, Doyle and Surman of Division No. 6, with twenty charter members. We now have thirty-four members in good standing, and two to take second degree; also several petitions to come in at our next meeting. We were organized under rather trying circumstances, but the matter being well considered before taking the step we did, each and every one entered upon their duties with a firm resolution, namely: Never to fail. We have good material here and I see no reason why we should not have one of the best Divisions in the country. I wish to speak a word of praise for our officers, especially our C. C., for the untiring zeal manifested in the interest of the Order. We are new yet, and have plenty to learn, but all take a lively interest, and I am in hopes of soon seeing 182 on the top round of the ladder. Before closing I wish to extend the thanks of the entire Division to Bros L. R. Carver, Parker, Doyle and Surman, for their patience in trying to initiate a lot of greenhorns into the mysteries of the O. R. C. Hoping you can find a corner in your valuable paper for this, I close, promising that you shall hear from me again.

I most respectfully subscribe myself in P. F., SANTA CLAUS.

EDITOR MONTHLY:—Sunday, Jan. 17, was a field day for Trenton Div. No. 42. This was our regular meeting day, and as we had two candidates for promotion, we were anticipating a pleasant time, for it is always a pleasure to us to have accessions to our Order, especially our beloved Div. 42. On Saturday our old friend and Bro. Hank Rice informed us that our A. G. C. C. would be in on the 11 P. M., from Kansas City. So with this information in our possession, promptly at 10:45 P. M., we repaired to the depot to meet the train, and our A. G. C. C. Promptly at 11 P. M., O. T. No. 2, in charge of Bro. Vansant arrived. No sooner had the train stopped, then Bro. Vansant assisted from the train our A. G. C. C. Bro. Coman, Bro. Dean, of Kansas City, and Bro. Trunkey, of Red Cloud, Neb.; also Bro. Herb. Gilbert of No. 55, accompanied by his amiable wife—"Angie," whom we knew in our palmy days. Bro. Gilbert and wife were left in charge of Bro. Vaasant, while Bros. Coman, Dean and Trunkey were quartered at the old reliable, the American House, under the ever genial care of mine host Judge Harber.

Sunday, 11 A. M., found all the visiting brothers and a goodly number of resident brothers at church. At the close of the church services, the visiting brethren were, in the language of the K. S., distributed among the local brethren for dinner.

Promptly at 3 P. M., our meeting hour, all assembled at Division Hall, where was held one of the best meetings ever held by our Division. After the opening preliminaries, by request Bro. A. G. C. C., Coman took the gavel and presided. Bros. T. E. Vansant and Harry Reed being in waiting, they were promoted to the second degree. Bro. Coman instructing and lecturing at 7 P. M., the Division closed, having enjoyed a most pleasant and profitable session on account of two valuable accessions to our Division and Order, and also the presence of our worthy efficient and genial A. G. C. C. of whom the members of 42 are proud.

Bro. Gilbert and wife took the Monday A. M. train for Kansas City, Bro. Dean remaining until the 4:40 P. M., taking in the town and renewing old acquaintances.

Bro. Coman took the 11 A. M. train east for the purpose of distributing a "pure" Southern Kansas literature. May Providence smile on him, and he be able in the near future to visit us again.

Brothers of the O. R. C. remember the latch-string of Division 42 always hangs on the outside, and you are cordially invited to pull thereat, that ye may be admitted to the hospitalities of one of the best Divisions in the West, and second to none in the East.

S. R. G.

HARRISBURG, Jan. 8, 1886.

EDITOR MONTHLY:—As you have been promoted by the eighteenth session of the Grand Division, and the editorial work of the MONTHLY placed in your charge, it is but proper that each and every Division correspondent fulfill the anticipations of the Division which they are supposed to represent, and assist our new editor in making our MONTHLY as bright and attractive as it has been in the past. A few words concerning the Division of which I am a member, will no doubt be of interest to the brothers in the far West. The Division was organized Aug. 17, 1884, by G. C. C., C. S. Wheaton, assisted by Bro. Geo. Drake, of No. 9. It was named after the county, "Dauphin," of which Harrisburg is the county seat. By looking at the directory, it will be seen that Harrisburg has two Divisions of the Order, viz: Harrisburg and Dauphin. I suppose it is the only city of its size that boasts two Divisions. The question has been asked repeatedly, why there are two Divisions here? Also, why Dauphin Division did not cast its lot with Harrisburg and make but one? That is a question that is answered evasively, but perhaps some brother through the MONTHLY will tell you. At the organization there were present thirty-one freight conductors, to whom the work was revealed; since then the Division has increased at a rate satisfactory to its originators. Our report, Sept. 30, 1884, showed forty-nine in good standing, and five initiated; Sept. 30, 1885, showed eighty-eight in good standing, and five initiated; since then we have initiated and promoted thirteen, making a total of 101 in good standing, five initiated, and three elected. As the Division has been organized scarce one and a half years, we have reason to be proud of the progress made thus far. As there are many eligible conductors running on the railroads centering here, we expect many petitions for admission the coming year. I read, with interest, C. C., Coman's address to Division 55, published in the November number of the MONTHLY. The brothers of fifty-five will do well to heed the advice given them by their then C. C., or the Eastern Divisions will leave them in the rear. A few words concerning our immense freight traffic, and then I am done. During the month of December there passed through Harrisburg yard over 106,000 cars. What a long train it would make if they were all coupled together. The front end pulling into Cheyenne, while the rear man would read on the mile post eighty-five miles to Omaha. The crews on the Philadelphia Division of the P. R. R. averaged twenty-nine days during the year per month. Some few made as high as thirty-six days during December. When it is taken into consideration that there are forty-three through crews running out of Harrisburg, and forty-eight from Columbia, twenty-eight miles east of here, where trains are doubled, besides ten local crews running in districts, some idea of the vast amount of freights handled by this company may be imagined.

At this writing business is at a stand still, the result of a serious accident on the Middle Division. The bridge spanning Sherman's Creek was swept away, carrying with it the engine and ten cars of the local freight East and six of the crew. The engineer, fireman and two brakemen were rescued alive, one of the latter dying soon after. Conductor Baldwin and his assistant are buried in the debris at the bottom of the creek where they have been since Monday evening, all efforts to reach them proving futile. This will necessitate the building of a trestle around the wreck, as nothing can be done owing to the high state of the water. By Saturday trains will be running as usual. I cannot state if the crew had their lives insured or not, but it is a sermon to all of us. Our register at present numbers fifty-five members in the insurance, with prospects of adding a few more soon. As I expect the editor will throw one-half of this somewhat lengthy letter in the waste-basket, I must close; first, asking an apology of our correspondent, and to please Bro. Maxwell, drop my *nom de plume* and sign

Yours in P. F.,

C. C. DUNCAN,
Ass't Sec'y.

ST. LOUIS, Jan. 10, 1886.

DEAR EDITOR:—With the approach of New Year's came a circular to the employes of the Ohio & Mississippi Ry., announcing the following changes of officers of above named road, viz: Mr. W. W. Peabody, President, headquarters at Cincinnati, Ohio; Mr. C. C. F. Bent, Supt. Main Line & Louisville Division, headquarters, Cincinnati, Ohio; Mr. C. M. Stanton, Supt. Springfield Division, headquarters, Springfield, Ill.; Mr. W. B. Ruggles, Supt. of Maintenance of Way of Main Line & Louisville Division, headquarters, Cincinnati, Ohio; Mr. F. W. Boatman, Supt. of Car and Machinery Department, office, Vincennes, Ind.; Mr. C. B. Cole, Master Transportation Main Line & Louisville Division, office, Seymour, Ind.; Mr. Frazier, Train Master of Main Line & Louisville Division, office, Seymour, Ind.; Mr. W. N. McMahon, Train Master of Western Division, office, Flora, Ill.; Mr. H. Francisco, Traveling Trainmaster of Main Line & Louisville Division; Mr. H. V. Russell, Train Master of Springfield Division, office, Pana, Ill.

Mr. H. Francisco is a member of Monon Division No. 89 of the Order of Railway Conductors, formerly passenger conductor on L., N. A. & C. Ry. He will make Vincennes, Ind., his headquarters for the present.

The passenger conductors running out of the Union depot, presented Bro. M. Stilwell with a present on New Year's eve as a token of their esteem for his genial, pleasant disposition. The presentation was made in Mr. O'Neil's office at Union depot by Dr. King, of Sedalia, Mo., in front of as many as the room would accommodate. The present consisted of a silver waiter, tea and coffee pot, cream pitcher, sugar bowl and slop bowl, six pieces. Bro. Stilwell was speechless for the time being; he was at the Division room yesterday, I see he has found it again. It was a very cold day, still we had a fair attendance; had one initiate and three promotions. Our Division is gaining slowly. I am glad to say while we are gaining in numbers we are gaining in interest. We had two visiting brothers yesterday—Bro. C. D. McEvelly, from Peoria Division; Bro. C. W. Smith, from Galesburg Division. Bro. Smith informs me that he had quite a time

finding our Division room on account of misprint in the journal; it should read Ghio, not Ohio, southeast corner Ninth and Pine streets; glad to see visiting brothers come in; all are welcome.

Most important business yesterday was to appoint and empower committees to arrange for a ball to be given some time after 15th of February; expect a large attendance; all are welcome.

I hope I am not too late for January issue. I intended to have sent this Saturday night, but in place of writing I and some ten other conductors and eleven engineers were bucking snow all night Friday night, and all day Saturday, hence the delay. As I don't want to occupy all the space, I bid you farewell; expect to meet you again in February.

M. F. COMPTON,
Conductor St. Louis Div. No. 3.

THE THIRD ANNUAL BALL AND BANQUET OF THE RAILROAD CONDUCTORS.

THE THIRD ANNUAL BALL GIVEN BY THE PEORIA DIVISION OF THE
ORDER OF RAILWAY CONDUCTORS.

The third annual ball given by Peoria Division No. 79, O. R. C., was a flattering success in every way. Prof. Spencer's full orchestra was present and discoursed some of their finest music. At 9 o'clock Fred Gillett, the master of ceremonies, introduced Mr. E. F. Baldwin, who delivered the address of welcome. He stated on behalf of the order, that he was most happy to welcome C. S. Wheaton and E. B. Coman to Peoria. He hoped the visit of the gentlemen might be pleasant to them in every way. He spoke of the importance of the Order of Railroad Conductors, and of the danger of their calling.

Mr. C. S. Wheaton, Grand Chief Conductor of the United States and Canada, was introduced and returned thanks for the kind reception. He said that the Order was one which had a most worthy object, that of throwing influence about conductors which should induce them to remain sober, and pay that strict attention to business which their calling demanded. He said the citizens of Peoria should be thankful that this Order had grown up as it insured more safety in railroad traffic.

He was followed by C. B. Cowan, the Assistant Grand Chief Conductor who talked in a humorous vein for some fifteen minutes. His humor was of a genuine character and seemed to come forth as natural as could be. He spoke of the manifold duties of the conductor. How he must be a veritable walking encyclopedia of facts and figures. "He must know the value of every foot of land on his run; the amount of rainfall last year, and the probable amount next year." His address was heartily applauded.

The master of ceremonies then read a long poem by E. H. Belknap of the C. B. & Q., of which we give an extract :

* * * * *
The time to-night is a different one from those which we usually see,
The right of way is governed by rule, gentlemen we all wish to be,

And only one special rule now appears which forever remaineth in force,
Gentlemen and ladies, in doubtful cases always take the safe course,

First your executive department from one to six, with a badge of pure, pure white,
'Tis an emblem none of you can forget, either by day or by night.
While the lion may roar, the bell jingle sure, yet Scott he will never forget
That wherever you are will be found Wes Pemar coupled with Brother Gillett.

On invitation there is Thacker the good, Lord forgive him, is there a traveler
unseen

To whom he has not politely said, "Will you take our Magazine?"
And the youthful B. W. Thompson, I see, yet we all can remember when
He answered readily and felt just as kindly when every one called him Ben.

And Downing and Smith, with Putnam and Hall, and one who a Tippet must be;
With Hitchcock and Bargdell and Salisbury too; just sixteen, I think you will see
A kind feeling for you, though no badges you wear, well knowing with trembling
and fear,

Without station or honor, without invitation, we would not have been here.

Aha! the reception committee, the first name I trow, 'tis a gentleman; let me see;
A salesman, agent, or a lady told me he ran on the P., D. & E.
His name he or she had almost forgotten, but finally I happened to guess,
It was an old friend of mine, Mr. Johnny Larash, and he or she answered yes.

And W. H. Smith, his name was once Billy; but mercy! how titles do change.
His body is large, but his heart keepeth pace, amid all things new and strange.
With Bennett and Simmons, both strangers to me, but neither the one a stray sheep,
By the places they fill, the green badges they wear, but last by the company they
keep.

Alas! one ne'er forgotten, so a story I'll tell ye, of an Irishman aboard my train.
"Do yez know Mr. Rhodes of E. P. & D?" Says I, "Yes," to him again and again,
Says I, "He is no good at all." He pulled off his coat, his eyes like two balls or
fire,

"I can lick yez in a minute; I'll bet tin dollars ye are a thafe and a liar."

* * * * *

Now, ladies and gentlemen, and all Brothers of '79, we will join in the regular
degrees,

Not as experts in the dance, but pretty well up in a regular go-as-you-please;
And when the train is coupled up, the signals are all out, should any ask you do
not tell

Who wrote this simple ditty, which is neither wise nor witty, as you listen to the
clatter of the bell.

Mr. Belknap was called on and spoke in a humorous vein for some time, and was applauded at the close. Number one of the dance programme was called, and the music struck up and the fun commenced.—*Peoria Transcript.*

KEOKUK, IOWA, Jan. 20, 1886.

EDITOR MONTHLY:—As no one else from this section seems to wake up and keep you posted, I will make an effort. We have a first-class lot of members who are distributed about as follows in the daily routine of their duties. Bros. Forker and Evans are running passenger on the "Long Line" between Burlington and St. Louis. Bro. Thomas, local, on south end, and Bro. McGinley on north end of same road.

On the through runs and the "North Branch" are Bros. Cunningham, Heath and Simmons. On the M. I. & N., Bro. Agnew has the passenger run, and Bro. Howard and Smith the locals. On through runs, Bros. Crowley, Shank and Wycoff. Bro. Trigg is yardmaster at Centerville. Bro. Roberts (he of the silver voice), who is our efficient Chief, is general yardmaster at Keokuk, while Bro. Williams has the night yard. Bro. Graham is breaking for Bro. Shank, but we hope soon to report that he is carrying the way-bills. Bro. Benbow is night train dispatcher at Centerville, and seems to do as well as if he had never been a conductor.

Bro. C. B. Howard is running baggage and express between Keokuk and Humeston and Bro. Saunders on the M. I. & N.

Bro. Rickabaugh is running on the C. R. I. & P., and Bro. C. W. Smith on the Keosauqua branch of same.

Bro. Dan Gibson has gone to Pittsburg for a few days. He says our new box cars don't jump far enough when they jump. Sabe?

Lots of snow, but all are managing to get along on time. You will hear from me again one of these days.

PHONE.

RIV DU LOUP STATION, Nov. 28, 1885.

EDITOR MONTHLY:—The peaceful quietness of our little town was disturbed this evening by the unprecedented theft of a whole roast turkey from the kitchen of our most popular Railroad Hotel. The circumstances attending the theft are these:

1. The said biped had been purchased at the enormous cost of two dollars (\$2) by a party of our worthy citizens.
2. It had been talked over for about one week.
3. Cards had been played nightly for the purpose of purchasing champagne to wash down the turkey.

On the eventful night upon which our feathered friend was to have been dissected by these citizens, a party of railroad men happened to be congregated in the house.

Now, as railroad men are not often used to turkey festivals, the delicious odor emanating from the kitchen so sharpened their appetites, and feeling injured at not being invited guests, they invoked the god of necromancy, and through his dark and mysterious powers the victim of the feast was spirited into an attic chamber where it was readily found by our railroad friends and discussed by them with a great gusto.

The following day was the day of reprisals. Our worthy little Freddy was taken sick with the colic, the usual afterclap of a midnight orgie with a turkey.

Our brave Jack of Land League fame had intended removing his quarters to this hotel, but a super-abundance of turkey caused a sudden change in his mind, thereby showing one more point against the guilty party.

The number of men accused with spiriting away this much talked of bird were five—three road men and two shop men. Amongst the road men was Hughy, a late arrival here.

After the enervating effects of this glorious feast had passed, and the victims of this diabolical joke had somewhat cooled their spleen, an amicable settlement was come to by both parties, the railroad men paying the costs which they thought very little in proportion to the amount of fun they had enjoyed. Now, boys, how would you like a goose for a change.

M. A. T.

Hoping this will find a space in your much valued magazine.

Yours in P. F.,

T. MOREAU.

HUNTINGTON, W. VA., Jan. 2, 1886.

EDITOR MONTHLY:—As the new year is here, I shall try and write a few lines for the MONTHLY. Our delegate, Bro. Waldron, on his return from the Grand Division, made us a splendid report which seemed satisfactory to our Division, and all joined in saying that the Grand Division meets for the good of the Order, and that Bro. Waldron represented us with honor to himself and our Division. We feel very proud since we have moved in our new hall which was fitted up nicely by the B. L. E., and we think they deserve a great deal of credit for so doing, as heretofore it has been impossible for them or us to get a hall that we could use on Sundays. We had our first Sunday meeting the second Sunday in December, and I am happy to say it was well attended. Every brother that it was possible for him to be here was present. We had a very interesting meeting which all seemed to enjoy. Our Division has just supplied themselves with badges. Our motto is as we advance in age to advance in improvements.

Our Division misses the regular attendance of Bro. Ed Wood, as his run has changed so he cannot be with us. Ed is always ready and willing to do anything that is for the good of the Order, and to him we owe to some extent the success of our Division.

Bro. Ashton, our worthy trainmaster, has been visiting in Chicago for the past ten days.

We are sorry to note that Bro. Shawhan has been sick for the past month, but hope to see him on duty soon.

Bro. George Jenkins has been off duty for a few days on account of injuries received by being thrown from a buggy. George says the horses started before he gave a signal.

We are glad to see our members taking an interest in the O. R. C. Insurance, and would like to see every member of the Order go into the insurance and subscribe for the MONTHLY, for they are both intended for the good of the Order. Hoping all had a Merry Christmas and a Happy New Year, also hoping our grand officers are pleasantly situated and pleased with their new home, I remain

Yours in P. F.,

C. L. B.

SCIENTIFIC AND MECHANICAL.

KEELY.

The phrase "Keely Motor" has come to be almost synonymous with humbug. We confess we do not wholly share with the spirit that induces such an utterance. Mr. Keely may be a crank or a lunatic for aught we know to the contrary, but it remains that nearly all the progress of to-day is the result of the persistent labors of "cranks." For our part, we see in Mr. Keely a man fully in earnest, faithfully believing he has got hold of a new and good idea, and patiently diligent in pursuing his labors. We wish him all success, and we ask respectfully that all sneering or faultfinding over his plans and effort may for the present be suspended.

We are very glad to note that latterly the Philadelphia and New York papers speak in hopeful and assuring tones about the progress of his work. Very recently a large committee of men, distinguished for scientific, inventive, and practical abilities, has consented to visit his shop and inspect the results of his labors these past years. Evidently the members of this committee do not think Mr. Keely an absolute fraud. Let us hear what they report!—*Am. Inventor.*

SOON, SOONER, SOONEST.

EDITOR MONTHLY:—I admire your patience, for that is one of the many virtues but few are endowed with, but really I had hoped you had forgotten my promise to you long ago, namely, what I knew about boiler explosions; now you force me to expose my ignorance to your many readers, for really I do not know any more about it than any one else. I had come to the conclusion long ago that talk and theory never accomplished anything, or even exploded an engine boiler. Now, Mr. Editor, I have talked with many experienced men on this subject. All have their theory, but when you come down to solid facts their universal reply is without one single exception, we do not *know* the cause of engine boiler exploding.

When men that have spent their whole lives in the making and handling this kind of machinery, do not know, I must come to the conclusion that the world has not grown wise enough yet to solve the problem. But there are many things connected with theory that may satisfy one's self in regard to this so far unfathomable mystery. I know a long trunk railroad that from 1851 till 1875, a period of twenty-four years, had from one to five

boiler explosions per year. From 1875 up to the present time, a period of ten full years, not one explosion has occurred. Now, let us use a little reason and talk common sense.

Years ago engine boilers were made of the thinnest kind of iron; now they are made of steel doubly bolted and stayed, compared to years ago. This has some weight in the explosion theory. Then again this same trunk road I have spoken of used to clean their boilers from once to twice a year, and from the year 1875 adopted the plan of having them cleaned thoroughly once every month, and from that time have had no explosions.

Now, Mr. Editor, I can, from the facts above stated, draw my own conclusions, but still I must plainly tell you once again that I do not believe there is wisdom enough crowded as yet into one being that he can say, I know the cause of boiler explosions. As I know you are expert in asking questions, please allow me the privilege of asking one. Have you studied the law of contraction and expansion, and to what degree of knowledge have you attained? Yours very truly in P. F.,

SOONER.

[We have attained sufficient knowledge to know that a certain pair of roller skates will expand portions of the anatomy of Sooner enough to overcome his equilibrium and cause him to yield to the attraction of gravitation. Give us a hard one!—ED.]

MORE CULM.

As near as any one can calculate there are heaped in the anthracite coal regions of Pennsylvania not less than 150,000,000 tons of mine waste. This waste is called culm. Everywhere in the coal country it meets the eye in black mounds that cover acres and rival in dimensions and height the surrounding hills themselves. The land occupied by these unsightly upheavals in Lackawanna, Luzerne, Carbon, Lehigh and Schuylkill counties would make another county. To carry this waste from the breakers and dump it requires miles of railroad track, and thousands of men, boys and mules. A low estimate places the cost of carrying and dumping culm in the region at \$20,000 a day, besides the interest on the cost of the dumping grounds, which is many thousands more.

At the present time fifteen per cent. of the product of the mines goes to the culm piles. For the first forty years of the anthracite business the percentage of waste averaged more than double that, for crude and imperfect methods and appliances in mining, breaking and screening were unable to save from the waste heaps coal that is now the most profitable of all the different kinds on the market. It is only about fifteen years ago that chestnut coal began to be saved from the culm, and it was then estimated that

not less than seven million tons of that sized coal, worth about twenty-five million dollars, were buried in the accumulations of mine debris. Several years ago improved screening produced a size of coal which was given the name of pea coal. It rapidly became a successful rival of chestnut coal for stoves and grates. Then the mine engineers calculated that the culm piles had swallowed up five or six million tons of pea coal, worth ten or twelve million dollars.

A year ago the Delaware & Hudson Canal Company succeeded in separating from culm at the breakers a coal still smaller in size than pea coal. This was called buckwheat coal, and it was found that it was just what the Hudson River steamers wanted for their boilers. It could not be screened with sufficient facility to make it profitable, because the coal in coming from the mines to the breakers is so damp that the dust clings to the finer fragments, and they cannot be cleansed by the ordinary processes of screening. The fact was made clear, though, that there was still a size of coal going to waste which, if it could be separated from the culm, would be worth a million dollars a year to mine owners. Inventors had been for years striving to devise some plan by which culm could be handled and disposed of more quickly and economically. Mine owners had spent thousands of dollars in furthering these efforts.

After the discovery of buckwheat coal the importance of a practical method of overhauling old culm piles to recover the wealth in coal buried there gave a new impetus to the inventive genius of the coal regions. Ransom T. Mitchell, of Bradford, has at last solved the problem. He has secured patents on applying the use of the air blast to coal waste, in connection with conducting pipes, in such a manner that he can carry culm from the breaker to the dumping ground and to any desired elevation. The air dries the dust on the minute fragments of coal as the mass passes through the pipes. At the dumping ground the culm is delivered into screens, where the dust is then easily separated and every particle of coal, however small, is made merchantable. Besides thus absolutely extracting all the coal from the culm, the air blast removes the waste from the breaker to the pile at one-tenth the cost of mule and car power, a saving of about \$6,000,000 a year in the working cost of that branch of coal mining.

Mr. Mitchell's method simply consists in setting up a blower of sufficient power at the breaker, and connecting it with the pipes, which not only carry the culm away from the breaker, but at the same time draw out the sulphurous mine gases and replace them with pure air. Mitchell's patents also cover the overhauling and sorting of old culm piles by means of the air blast, by which the millions of dollars' worth of coal buried there may be recovered at one-quarter the cost at which the same quantity could be mined.

A practical test of the Mitchell air blast in handling culm was made the other day at the Pennsylvania Coal Company's breaker No. 5. The success of the test was complete. Several large companies are making arrangements to use the appliances at their collieries. Mitchell has refused an offer of five hundred thousand dollars for his patents. He says that as they have made a lot of hitherto valueless and unsightly heaps of coal dust worth thirty million dollars, and have made it possible to dispose of culm at an annual saving of six million dollars, they are worth a great deal more money than any one can give him for them.

RAILWAY.

ANTHONY D. THOMPSON.



We present this month the well known features of one of the oldest conductors in the world.

Bro. "Tone" commenced his railway life on the Ithaca & Owego in 1842, which was a railway in all but the motive power, which at that time consisted of two horses driven tandem: The road was thirty miles long, and the track was the old "strap" rail.

Bro. Thompson ran a freight train, consisting of two flat cars, for nine months, when he was promoted to a passenger train, the train consisting of an old fashioned stage coach body on four wheels. After conducting this train for about two years he was employed as stage agent for different lines until 1850 when he entered the employ of the Erie as brakeman at the munificent wages of \$26 per month. In 1851 he was promoted to a conductorship, and has been continuously in the employ of the old Erie in all its different changes, and is now a conductor. He is sixty-three years of age and enjoying good health and it is his boast that in his long career no accidents ever happened to his train through his fault, and to conclude in his own words, in which all will heartily join: "I trust that a kind Providence who has watched over me for

many years, will still care for me and permit me to stay with the boys to a ripe old age."

URGING THE APPOINTMENT OF CONDUCTOR DAVID SHATTUCK AS RAILROAD COMMISSIONER.

On Thursday a committee of the Order of Railway Conductors of this State, consisting of Conductors A. Holdridge, of Long Island City, C. E. Weisz, of this village, and L. S. St. John, of Walton, accompanied by J. E. Simons and James Brazee, of Middletown, went to Albany to advocate the claims of Conductor David Shattuck for the office of Railroad Commissioner, to succeed John O'Donnell, whose term of office will shortly expire. They were joined at Albany by a committee of dairymen, who also desire Mr. Shattuck's appointment. The committees were very courteously received by Gov. Hill, who listened attentively to all they had to say.

Mr. Shattuck is a Democrat, but not an "offensive" one, and should he be appointed, the Senate could not find a reasonable excuse for rejecting him. He is a practical railroad man, conversant with all the duties that would be required of him as Commissioner, popular with all classes, conscientious in the discharge of every duty, and well worthy of the high position for which he is named. Mr. Shattuck is backed by the unanimous support of the Conductors' organization, and of prominent Democrats throughout the State. While other names more prominent in the politics of the State are pressed for the position, none are better qualified, and few so well fitted for the place. He would bring to the discharge of the responsible duties of the position a practical instead of theoretical knowledge of railroad affairs and their relations to public interests, and possesses the balance of mind and judgment that would enable him to adjust all differences with due regard for the welfare of both railroads and public. He is pressed for the place on the grounds of personal worth and fitness, and not in consideration of political service, although he has been a life-long supporter of the Democratic party. No man in the State would be more acceptable to the farming and dairying interests, and no man would more faithfully represent all interests concerned.—*Exchange*.

WHO IS RESPONSIBLE?

The brakeman who goes to sleep and neglects to set a switch, has turned up once more, this time on a Virginia railway. One man was killed, and several others mutilated as the result of his carelessness. Men do not go to sleep in the chill winter air unless there is a cause for it. It may be for two things. Either the man had been drinking or he was worn out with long hours of overwork and nature asserted her rights. If he was drunk, then he should be held directly responsible. In the other case, the corporation that had treated an employe with such inhumanity should be made to pay round damages.

The *Bloomington Leader* misstates the fact slightly in its comment on the late fatal collision on the Ches. & Ohio R. R.; there was no neglect to shut a switch; the conductor had side-tracked his train and closed the switch, directing the brakeman to open it after the express passed. A freight train passed and the brakeman, mistaking it for the express, opened the switch, and so far there was no particular harm done. The fatal mistake, and it could only have occurred from gross carelessness, was that the brakeman either went away from the switch leaving it open, or again went to sleep, or both. The probability is that he opened it and went back to the caboose, as is too often done. It is incredible to suppose that he stood by the open switch and could not tell that a train was coming until too late to close it.

It is not uncommon for all employed on a train, except the conductor, to go to sleep while on the side track, and no harm comes from it except that it is sometimes annoying to the conductor, in case he gets orders to run, to be obliged to go and wake the engine men and wait for them to put in a fire, oil round and get ready to go.

The lesson to be learned is NEVER leave a switch after opening it without closing it again.

WHAT BECOMES OF THEM?

A gentleman who is a constant traveler sat waiting at a way station for the last train East, Saturday evening, while a depot official stood warming his hands by the fire. "Well, are all the old conductors gone?" asked the traveler. "All but Charley Hanna, and I see he has a new man on with him. I suppose that means that he is also to go." "Charley is a splendid fellow," said the waiting passenger, "and I don't believe he was ever dishonest, do you?" "No, I don't know that any of them were dishonest," responded the official.

"Well, then, why are they discharged, if they are straight?"

"Because they have disobeyed orders in not using duplex tickets."

"Do you think it will make any difference with the new men?"

"Think! Why I know it does. The sale of tickets in this office has doubled and the amount of money turned in by the new conductors is very much less than that turned in by the men who were discharged."

"What becomes of the old conductors?"

"Oh, the most of them are up there"—motioning toward Rochester. "They are standing around the station watching the arrival and departure of the trains they used to run. I don't know what there is about it, but there is something fascinating about the business. A man is not good for anything else after he has followed the road for a few years. Every man who has received the blue envelope on both branches of this road has

worked himself up from the position of a brakeman, and has for many years been in the company's employment. They were known and respected by all old travelers."

"I wonder what they will do for a living?" queried the traveler.

"Some have started express and baggage wagons in Rochester. They can't live on the road and must be near it. There is P——, who used to run the local freight through here. He is selling cigars out of Syracuse. He was a splendid fellow, and one of the hardest workers I ever knew. You have no idea of the amount of work that man would do, and never had an accident in his life. Yet he was removed, and he never knew what the reason was. He comes here quite often to sell goods, and I have seen him stand and watch his old train until it disappeared around the curve—and such a peculiar look on the poor fellow's face. I tell you, sir, I feel sorry for some of the boys. Nearly all of them are past middle life, and have families to support, and I don't believe they got rich off the company. If I were put off the road I don't know what I would do. I can't do anything else, I have been in this business boy and man. It is all I ever did do. If I came down to your manufactory and tried to do your work you would lose money on me at seventy-five cents per day."

"Yes," remarked the traveler, good naturedly, "at fifty cents per day." The glare of a headlight coming around the curve, and the cry of the station agent, "Train going East," put an end to the conversation.—*From the Auburnian.*

HE JUMPED OFF.

"There's always some fool to jump off a train and get hurt," said the brakeman, "and frequently the one who jumps is just the man who always claims that he knows better, and gives other people lectures for their foolhardiness. I'll never forget the little thing that happened one day as we were going into Indianapolis. On the train was a sheriff who had in charge three imbeciles whom he was taking to the asylum. They were not handcuffed, nor tied in any way, but were permitted to run about the car just as they wanted to. On board was a passenger who complained about this a good deal. He thought the imbeciles should be tied up. 'They haven't any more sense than to go and jump off the train,' he said, 'and they should be better taken care of.' But the sheriff he just took things easy, and said he guessed they were all right. Well, as we were going into Indianapolis, I was standing on the rear platform. This complaining passenger came out with his grip in his hand and his shiny silk hat on his head. As we came to a street crossing he said, 'Guess I'll get off here,' and, before I could do anything to stop him, he jumped. He probably thought we were running slow, but those things are very deceptive. He

landed on his feet, but he didn't stay there long. He just assumed the shape of a half circle, bent the wrong way to be comfortable for him, and ended up with his nose in the mud and his heels in the air. Then he spread out and fell flat, kind o' sprawling out as if he wanted to cover the whole street. But the funniest thing was that as I turned to go into the car I found one of the imbeciles looking out the door. He grinned as if he was never so delighted in his life, and uttered: 'The darned fool *did* jump, didn't he!''—*Terre Haute Mail*.

COMFORT.

It has long been an axiom that it was safer to travel than to stay at home, and statistics demonstrate that a man is in less danger of meeting with an accident if he is on a railway train than when he is at home, but travel has always been attended by more or less inconvenience and discomfort. When the Pullman was first introduced it was thought that the limit was reached, and that travel could not be made more comfortable. They were soon followed, however, by the modern dining car, and on a through train equipped with the elegant sleepers, dining cars and parlor cars of to-day, the traveler may enjoy comparative comfort, and there is seemingly little left to be desired. It remained for the Monarch Parlor Sleeping Car Co., of 71 Broadway, New York, to demonstrate that even the sleeping cars in use to-day can be improved upon. We have had the pleasure of inspecting one of the new cars built for this company, and unhesitatingly pronounce it ahead of anything we have ever seen. The first thing to attract attention was the outside finish, it being in mahogany, and the natural color is certainly a pleasing change from the monotony of the ordinary finish.

On entering the car nothing is seen to suggest a sleeping car, but we walk into an elegant parlor car fitted with luxurious, revolving easy chairs, upholstered in handsome raw silk. Between the windows are projections perhaps eight inches deep, reaching from floor to ceiling, and on the front of each is an elegant full length, bevel edge, plate mirror. These closets, as they really are, though they resemble a closet as little in appearance as can be imagined, give to the spacious windows a resemblance to small "bays," and add to the general appearance of the car. The interior is finely finished in natural woods and the impression formed on the mind of the writer was that nothing in the way of decoration could add to the effect.

After riding all day in a car as little resembling a sleeper as the ordinary day coach, the porter will at your request transform the scene. He first removes the back of the chair in which you have been sitting as well as that of its fellow, then sinks the pedestals into the floor of the car, opens the "closets" and makes a double berth, in either the lower or upper of

which there is considerably more room than usual, as a person can sit upright in either. A feature which will be appreciated by many is the separate curtains for the upper and lower berths; either can be opened without disturbing the other. A buffet from which a substantial meal can be served is a model of elegance and convenience, while a comfortable smoking room, leaves nothing to be desired.

The "Zenobia" was examined by many ladies and gentlemen during its stay in the city and all with one accord expressed themselves as highly pleased with it and hoped that the Monarch Company's cars would soon come into universal use.

These cars cost about \$18,000 each, and the "Zenobia" is to go into service between New Orleans and Jacksonville. We predict a "boom" for the Chicago road that first places them in use.

The "Cleopatra," a mate to the "Zenobia," will be in the city soon and we advise all that can to take advantage of the opportunity and see it.

THE CONDUCTOR'S REVENGE.

A story is told of an incident of the last campaign that illustrates the difference in the character of the two candidates. An Irish conductor of twenty years' service on the Erie road was in the habit of talking politics with his passengers. He was a strong Republican, but this year he advocated the election of Hill. "How is it," said a passenger one day to the conductor, "that you, a Republican, are supporting Hill?" "I will tell you," said the conductor. "I have been on this run a long time; have carried Dave Hill and Ira Davenport many times. Dave Hill never comes on my train that he does not speak and say something pleasant. On the other hand, although I have been introduced to Davenport a dozen times, he never notices me any more than if I were a block of wood. I made up my mind that if he was too good to speak to me I was too good to vote for him."—*New York World*.

An Elmira paper nominates Mr. Hurty, a locomotive engineer, for railroad commissioner. The *Utica Observer* has nominated another locomotive engineer, whose name we do not now recall. Gov. Hill will not appoint either of them. He does not want a railroad engineer. He wants a Democratic politician, and will nominate one. Then it remains for the Senate to say whether it also wants a Democratic politician in that important and delicate place.—*Buffalo Express*.

The *Express* is a little at fault in calling Bro. Hurty an engineer, for while we have no doubt but he could fill the bill satisfactorily, he has never been so employed. We agree with the *Express* that there is small prospect of his receiving the appointment, though we do not believe Gov. Hill could do better than to appoint this veteran conductor, and from our standpoint it looks as though Bro. Hurty was several lengths ahead of any other employee's candidate. It is unfortunate that the railway employes of New York could not all unite on one candidate, instead of having three in the field. It certainly seems that in a State where there are as many men employed on railways as there are in New York, they should have some influence in the selection of the commission, and we think they should have one representative on the board.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

LV.

Stopping at Way Stations—Conductor's Duty—Negligence of Passenger.—Where a conductor agreed to put a passenger off at a place not a regular station, he is bound to stop the train at that place, so that the passenger can get off in safety, even though his ticket is only to the last station passed before reaching it, additional fare being received if demanded. But where a passenger leaps from a moving train about to pass his station, is guilty of contributory negligence, which, however, will not always bar his right of action, but to instruct the jury that the passenger was not negligent if he honestly believed the train had stopped before he leaped therefrom, whereby he was injured, is error, and the company cannot be held responsible for the passenger's mistake. (See Thompson, Carriers of Passengers, 267.)

E. T. V. & G. Ry. Co. v. Massengill, Tenn. S. C., Nov. 3, 1885.

LVI.

Train Dispatcher—Engineer—Negligence—Liability.—Action by a locomotive engineer against the defendant company for damages resulting from the negligence of a train dispatcher. The evidence showed that he received an order to go west from station W. on a single track road, at a time when another train was approaching station W. from the west. The order was imperative, and it required of him implicit obedience. He obeyed. He did not then know the consequences. He conformed to the order, as he was bound to; and while so conforming, and as the direct consequence thereof, he was injured in a collision. Judgment below was in favor of the company and plaintiff appealed.

Held, that a railroad train dispatcher and a locomotive engineer are not fellow-servants. That the train dispatcher in respect to the matter of moving these trains was supreme; that the whole power of the corporation whose duty it was to move them safely was delegated to him; that he was the agent through whom the corporation attempted to perform its duty. He acted in its name, by its authority, and its stead. The engineer was bound to obey his order, and any disobedience or deviation would have been subversive of order and discipline, destructive in its consequences, and just cause for immediate dismissal. Reason, justice and law require that the company should be held responsible. Judgment reversed.

Darrigan v. N. Y. & N. E. Ry. Co., Conn. S. C., 1885.

NOTE.—The numerous decisions on this subject are conflicting. Different views are entertained by different courts in similar cases. To some extent each case is determined by the peculiar circumstances attending it. It is universally held that a master is bound to provide for his servants a reasonably safe place and appliances. This would require him to adopt rules and regulations adapted to the business so as to guard against accident, and to employ skillful and competent agents and employes in every department of its service. In short, all employers shall be vigilant in the use of means and in the adoption of measures to make the servants in their employ reasonably safe. To this extent the master assumes the risk. Cases in point may be found in: 61 Wis., 491; 50 Am. Rep., 151; 16 Neb., 254; 49 Am. Rep., 718; 78 Va., 745; 49 Am. Rep., 401; and 112 U. S., 377.

LVII.

Employee's Safety—Brakeman—Company's Duty Toward.—This was an action by a brakeman, who was injured while standing on top of cars and passing under a bridge.

The complaint averred negligence on the part of the company in not constructing the bridge high enough. Where the complaint shows that the bridge was not constructed high enough to enable its brakemen to perform their labors and discharge their duties without great danger and hazard to the life and personal safety of such brakemen, the company's knowledge of the insufficient height, and that it was dangerous and unsafe for its brakemen to perform their labors while passing under the bridge, the plaintiff's ignorance of the fact that the bridge was too low, and that it was dangerous for him to perform its duties, and that while passing under the bridge in discharge of his duties, was struck and injured, it shows a good cause of action against the company.

Held, that a company is required to construct and maintain its roadway and appendages and structures overhead in such a manner that its employes can perform their duties with reasonable safety. Judgment of lower court for damages affirmed. *B. O. & C. Ry. Co. v. Rowan, Ind., S. C., Dec., 1885.*

LVIII.

Passenger's Right—Ejection—Conductor's Unlawful Act.—Pleading. *Held*, 1. That a passenger has no right on a train which, under the rules of the company, does not stop at the station for which he purchased a ticket. (See 53 Ill., 510; 9 Am. & Eng. R. R. Cases, and 56 Tex.)

2. In an action for one ejected from a train, it was averred that the conductor stopped the train and put the plaintiff off beside the road about a mile from Elwood. Further, that he is afflicted with a disease called hernia and compelled to wear a truss, and that in putting him off the train the conductor used so much force and violence that he broke the truss, rendering it entirely useless; that the conductor also threw him violently to the ground, bruising and injuring him.

Held, that under the evidence the complaint fails to show that the force used was unnecessary; that the conductor may have used the least possible degree of force necessary to expel the passenger from the train.

Held, that the unlawful act of the conductor, if any was committed, must be pleaded. Judgment reversed.

Chic. St. L. & P. Ry. Co. v. Bills, Ind. S. C., Nov. 29, 1885.

LIX.

Train Service—Alighting from Moving Train—Conductor's Direction.—For a passenger to leave a train while it is in motion was formerly held negligence *per se*, which would bar any action for injuries received in so alighting. But now, in this State, the inquiry is, whose negligence was first and most gross.

Held, that where a woman stepped from the train while it was moving, only as fast as a man would walk, in obedience to the directions of the conductor to alight, and was injured because of the darkness of the night and the roughness of the ground, she is entitled to recover damages.

R. R. Co. v. Combs Aux, Tenn. S. C., Oct. 3, 1885.

YARDMASTERS' DEPARTMENT.

All communications for this department should be addressed to THE RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn St., Chicago, Ill., until further notice.

INDIANAPOLIS, IND., Jan. 9, 1886.

EDITOR MONTHLY:—Since the withdrawal of Mr. Bradley from the office as our correspondent, we really have been at sea, without a pilot. I sent him a nice lot of items for the December number, in fact, the most I ever sent at one time. Unfortunately he failed to get them to you, and the association has failed to receive any benefits from my efforts in that direction.

The association is still prospering; have added 266 new members this year; are having more deaths than usual, but the expense upon the members will probably not be any more this year than it has been for the past three years, as we shall pay four claims out of the surplus fund. We have paid two already and will pay two more soon; I expect they will be assessments Nos. 68 and 69. We shall pay out this year in benefits more than one-half more than the whole amount we have paid up to April 30, 1885. Three new Divisions have been formed, Mandan Division No. 64, Mandan, D. T.; J. M. Glunt, President; E. S. Walker, Secretary; Corn City Division No. 65, Toledo, Ohio; William Kirkby, President; Frank Daly, Secretary; Oakland Division No. 66, Oakland, Cal.; Geo. M. Teeple, President; A. D. Scroggy, Secretary. I have several letters making inquiries about forming divisions, and expect more may be formed soon. If our members would act upon the suggestion of B. F. D., of Philadelphia, and each member would add one more, it would not be a great while before all the yardmasters in the United States and Canada were members of our Association. In regard to the expense, the position of yardmaster is a very hazardous one, and accident insurance companies charge us a very high rate, so much so that yardmasters cannot afford to pay their premiums. In this association we are mutually interested; all are or have been yardmasters, and we think that there is no cheaper association than ours, considering the positions we hold. Our social relations I think a great deal of; many have formed acquaintances they would never have, had they not been members of the association. I know that I have, and some I prize very much and will never forget. Our next annual meeting (in June) will be a very important one. The committee appointed at our last meeting to revise the Constitution and By-Laws will submit their report for action of the convention. Important changes will probably be recommended and a code of by-laws adopted that should meet the requirements of the association for

years to come. Delegates should be selected who will go there prepared to work and make the convention a complete success. With the best interests of the association in view, I remain respectfully, etc.,

JOSEPH SANGER, Secretary and Treasurer.

PHILADELPHIA, PA., Jan. 5, 1886.

EDITOR MONTHLY:—Things here in the Quaker City move on in the “even tenor of their way.” So far as Division 37 is concerned, there is “nothing new under the sun” to write about. Our monthly meetings are as dull as usual, with a very slim attendance—at our last meeting barely a quorum being present out of a membership of nearly seventy. This is certainly not very encouraging, to say the least of it. One new member was proposed and elected at this meeting, but even he did not put in an appearance.

I understand that the Committee on Constitution and By-Laws, which recently met at Indianapolis, have completed their labors and will be ready to report at the annual convention to be held at St. Paul in June next. I am also given to understand that some of the committee have been asked to furnish a transcript of the proposed new constitution in order that it may be thoroughly understood by the members of the various divisions previous to the annual meeting. This they decline to do, on the ground that previous to adjournment they had resolved to keep their work a secret until they make their regular report to the Grand Division. I for one am sorry for this decision of the committee. While we cannot force them to show their hands just now, yet I think that no harm and a great deal of good might possibly come out of it if they had concluded to let “their light shine forth” before the Order previous to the convention. Divisions could discuss the matter *ad interim*, and all delegates would then be prepared to act intelligently on the report. The chances are that, no matter how perfect the committee have prepared a Constitution and By-Laws, they will still be subject to amendment and improvement by the convention, and the sooner we know the proposed changes the better. Come then, gentlemen of the committee, reconsider this star chamber resolution of yours and do not keep “your light under a bushel” during the ensuing five months. Do not be afraid of the structure being pulled to pieces. Those who pull down will probably be able to build up again, and we have plenty of leisure time on our hands now, which will not perhaps be the case at St. Paul. I do not pen the above in a spirit of censure or hostility to the committee, but with an earnest desire to benefit the whole Order, believing, as I do, that we cannot have the information asked for any too soon, and that the committee in giving it will have violated no rules of the Y. M. M. B. A. If the committee should still decline to furnish the information asked for, in

advance, allow me to suggest one thing to them in connection therewith. Let them at all events have enough copies of the proposed new constitution printed and ready to place in the hands of each delegate upon his arrival at the convention. This will at least give the delegates an opportunity to consult together previous to the matter coming up for final action. As to the matter of cost, I think the grand body will see them out on this move. The constitution will have to be printed, and arrangements could be made with the officials of the grand body whereby a number of copies could be struck off, the balance (subject to amendment) to be printed at the same office after being adopted by the convention. This would not entail much expense, and would, I think, give general satisfaction. Hoping the committee will think favorably of the above propositions I remain

Truly yours,

"KEYSTONE."

OF INTEREST TO TRAIN MEN.

The Supreme Court has recently rendered a decision that is of interest to railroad men. It is to the effect that companies are not responsible for accidents to their employes when engaged in bucking snow. A fireman named Albert Bryant was killed on the B. C. R. & N. road while on an engine that was sent out for the purpose of clearing the track from snow. The engine at the head of a train was run into a snow bank at the height of its speed, was thrown from the track, and the fireman was instantly killed. The company was sued for damages by the widow. The case was tried in the circuit court of Linn county, and the judge instructed the jury to find for the defendant. There was an appeal to the Supreme Court. The *Republican* publishes the decision of the high tribunal. After stating facts as they appeared in the evidence, the court says:

"Such being the material, and we may say, undisputed facts, did the court err in directing the jury to find for the defendant; or, in other words, is there any evidence of negligence?

"In this latitude storms of more or less severity like the one in question frequently occur. It is a duty railroad companies owe to the public to remove snow from the track and operate the road as soon as it can be done, by exercise of great diligence and the use of all the means and appliances at their command. The company has the undoubted right to adopt such methods for that purpose as its best judgment may dictate. It may be that it would not have the right to adopt doubtful experiments; experience has undoubtedly demonstrated in what manner the required duty can be best performed. Such methods it must be assumed, are known to the companies and their employes. The latter, therefore, when they undertake the performance of any duty which requires them to engage in "bucking snow," assume the usual and ordinary hazards of their occupation, and if the effort to remove the snow by that method is made in the manner in common use, they have no right to complain if an accident occurs. There was no evidence of negligence in any particular, and the men assumed the risk voluntarily, consequently the railroad company was not responsible."

Judges Beck and Reed dissented with a strong statement of their opinion of the matter.

We give the following additional facts in the above case, and as we

were in charge of the train when the accident happened, believe we are in a position to know.

The regular passenger train left Iowa Falls after a "blizzard" with a "double header," the lead engine equipped with a Cushing snow plow, and a third engine following behind to "drag out" if necessary, the train, consisting of a coach, a combined smoking and baggage car, and a mail car. When drifts to amount to anything were found, the engines were cut off from the train and the track cleared. About 30 miles west of the place where the accident occurred, the West bound passenger was met which had passed the night at Traer, some four miles west of the accident, so that no train passed over the track where it occurred that day. The snow plow had been thrown off the track once or twice by small drifts which were packed so hard that the plow would not cut into them, but would run upon the snow and the "heel braces" would lift the front wheels of the engine truck off the rail. Just before meeting the West bound train, the plow was disabled by breaking one of the braces, and at Traer it was side tracked and the engine on which the deceased fireman was employed, put in its place. The engineers were informed by the conductors that the track was clear for three or four miles, and then they would find snow, and instructed them to "go for it."

The first drift struck was a small one, not more than eighteen inches deep and about thirty feet long. The pilot braces lifted the front wheels off the track, the enormous pressure of the rear wheels turned a rail, and the train was ditched, resulting in the death of fireman Bryant.

AN OLD WIFE'S VALENTINE.

By Mary A. Barr in Harper's Weekly.

The old wife stood at her garden gate
The eve of St. Valentine's Day,
She watched for the post, that like a Fate
Just stopped and then galloped away—
Just stopped, and then, in the waning light,
Passed over the hill and out of her sight.

Her grandchild tugged at her shawl and gown,
And her daughter called, sweet and clear,
"Mother, come in, for the cakes are brown,
And the boys and father are here."
"Ah, yes," she said, "and the night is cold;
I quite forgot that I am growing old."

At breakfast lay at the father's place
 A letter as white as snow;
 He looked at it with a curious face,
 And said, "Now I want to know!"
 The boys all smiled, the mother grew
 O'er face and throat a crimson hue.

He opened the dainty letter then,
 And lo! in its satiny fold
 Was painted rose and forget-me-not,
 And lilies with hearts of gold,
 And under the whole just one sweet line—
 "Forever, forever, thy Valentine."

He touched the note with a tender care,
 And he went to his sweet wife's side,
 He stroked with his hand her snow white hair,
 And he kissed her with loving pride,
 Saying, with smiles and misty tears,
 "My Valentine through fifty years."

"O boys," he said, with youthful pride,
 "After fifty years of life,
 If you find in your home, and by your side,
 A fair and faithful wife,
 Count your life lucky, as I count mine,
 And loyally kiss your Valentine."

TONGUE AND PEN.

Chicago News.

I said a foolish thing one day,
 (But what of that? Don't all men do it?)
 And when I found it didn't pay,
 I straightway easily withdrew it.

I wrote a foolish thing one day,
 ('Twas printed and the millions saw it)
 And now I find it didn't pay—
 Confound the thing, I can't withdraw it.

Norway is a paradise for female travelers. An American traveling there with his wife found that his better half could ride for half fare, as children do here.—*Ex.*

MENTIONS.

— It is with sincere regret that we learn of the illness of Bro. Markell, of Division No. 56.

— Mrs. M. L. Wood, wife of Bro. M. L. Wood, has so far recovered from her recent indisposition as to be able to be out again.

— Send your address to J. P. Dargitz, 279 West Madison street, Chicago, and receive a twenty-page pamphlet, descriptive of magnetism.

— Mr. J. A. Anderson has been appointed Superintendent and Mr. H. D. Ely Assistant Superintendent of the P. R. R. C. Relief Department.

— We sincerely congratulate our friends, the engineers, on the successful termination of their trouble with the "Elevated."

— Rochester Division, No. 8, is preparing to give its annual ball, and Bros. Smith, Nash, Spellman, Brown and Washburn are the committee of arrangements, which guarantees a success.

— We shall commence in the March number a series of articles on Biblical and Historical Evidences of Freemasonry, by a well known and able member who is qualified to discuss the subject.

— Bro. E. S. Hefferman, C. C. of Div. No. 76, has our thanks for a copy of the *San Antonio Light Annual* for 1886, an illustrated almanac giving an account of San Antonio, its resources, growth, etc.

— Bro. R. H. Stuart has been obliged to be absent from his train for the last two weeks on account of the dangerous illness of his youngest daughter, who, we are pleased to learn, is fast recovering.

— We regret to learn from a correspondent that Bro. W. F. Felker, of Division No. 180, has had a long siege of illness. He is now improving, and the MONTHLY sincerely hopes he will be able to be on duty before this reaches him.

— Mrs. H. M. Harris, 29 East 29th street, New York City, wishes the address of William Stanley, formerly a conductor on some Southwestern road. Any one knowing it will confer a favor by sending it to either Mrs. Harris or the MONTHLY.

— The Railway Passenger Conductors' Accident Association offer a nickel plated conductor's lantern and a yearly subscription to the MONTHLY to any one that sends five applications for membership to the secretary. Note their ad. in this issue.

— The Ry. Y. M. C. A. of Minneapolis, Minn., is having a series of lectures given at their rooms by able surgeons on "What to do in case of accident." They are illustrated, and certainly should command the careful attention of all who can attend them.

— Bro. C. H. Richardson was, on last Christmas, made the recipient of a fine silver water set, presented by the members of Division No. 85. From a personal acquaintance with Bro. Richardson, the MONTHLY is prepared to say that the present is not misplaced.

— Voltagal, Genius of Electricity, is a handsome little book of eighty pages, by a man of the Rock Island route, and a history of a conversation with the "Genius." It is nicely illustrated, and interesting to boys and girls of a larger growth than those to whom it is dedicated.

— Bro. D. Olney, our worthy Past Grand Chief Conductor, fell from the top of his

train while in motion, Dec. 16, sustaining painful injuries in his limbs and side. The doctor in attendance promises that he shall be made whole again, but it will take good and careful attention.

— The secretary of St. Paul Division No. 40, anxiously inquires the whereabouts of Bro. Ed Conarty, who he fears is either "strayed or stolen." When last heard from he was in the employ of the "West Shore." Inquiry is also made for R. W. Jamieson, formerly at Roseburgh, on the O. & C. Ry.

— Receipt is acknowledged of complimentary invitations to the annual balls of Divisions 8, 42, 49, 66, 68, 77, 104 and 117. The brothers have our thanks for their kindly remembrance, but each one received gives new cause for dissatisfaction with the hardships of this "mundane sphere." We can't attend them all.

— Members of the Order in the States will remember the Conductors' and Brakemens' Association of Canada, which we believe was the successor of the "United Trainmen's Union." It has consolidated with the Brakemens' Brotherhood, though it was claimed to have had a membership of 8,000.

— We can't all get them, but we don't know any one that would object. We refer to the Christmas present received by Ira C. Sherry Division, No. 147, from their friend Mr. Thomas, of the Hokendauqua Iron Co., which was a bright, new, gold eagle. The Division wish to sincerely thank Mr. Thomas.

— The *National Car Builder* comes to us with an addition to its name, and is now the *National Car and Locomotive Builder*, an excellent change, and one that corresponds better with its contents than formerly. We shall expect to see the new locomotive coupled to the coach that embellishes the first page, soon.

— We are under obligations to Bro. A. J. Scow for a copy of *The Railway Employes Journal*, a new candidate for favor published monthly under the direction of the Railway Employes' Benevolent Association. It is a large book of forty pages, filled with interesting matter, and furnished for the low price of one dollar per annum.

— Born, in Laramie, Wyo., Jan. 9, to the wife of Bro. H. G. Purple, a daughter. It has heretofore been supposed that it was only in the "effete monarchies" of the east that scions of "royal houses" were born "in the Purple;" but if this little "princess" don't prove to be a "ruler," the MONTHLY is no prophet, and will send the head of the house a box of cigars.

— During a severe snowstorm on the morning of Jan. 9, Bro. D. E. McGinnis, of Division No. 183, was struck by a backing train in Grafton yard, and his left arm crushed so badly that it had to be amputated near the shoulder. Bro. McGinnis was making up his train when he was injured, and owing to the storm did not see or hear the train which injured him.

— Among those who have favored the MONTHLY with calls during the past month are: Mrs. S. L. McDowell, Mrs. E. B. Coman, Mrs. C. S. Wheaton, Wm. Flanagan, general baggage master, Cedar Rapids, Iowa, Bros. Ed. Coman, J. D. Shults, Geo. Dwinnell, J. N. Robinson, E. H. Belknap, C. H. Harvey, C. D. Belknap, C. F. Rexinger, J. P. Esmay, E. P. Sullivan, W. B. Moore, A. J. Thomas, and many others whose names have escaped us.

— It is said that the Canadian Pacific Ry. is about to adopt the "Twenty-four hour" system on a portion of their line when the next time change of time occurs. We shall expect "Saskatchewan River" to keep us advised of the matter and its working, if introduced. There is no question of the desirability of the change, and it seems to us that it could be made without much confusion and with less danger than usually accompanies a change of signals.

— A test of freight train brakes will take place in Burlington, Iowa, in July next. The cars equipped with the brakes tested are then to be placed in use, and in the following April will be subjected to a further test and a report made by a committee of the Master Car Builders' Association. The matter of freight train brakes is attracting much attention, and we believe it is only a question of a comparatively short time when freight trains will be equipped with some continuous brake.

— Bro. O. F. Milliken, twice a delegate from Division No. 19 to the Grand Division, has organized a division over which he intends to preside for life, said division consisting of Miss Lura Holloway, of La Porte, Ind. The brothers of No. 19 extend their most hearty congratulations, and sincerely hope that all subordinate divisions which may be organized in the future will be governed in such a manner that great credit may reflect upon our worthy brother and his accomplished wife.

— Nearly every person wears insoles of some kind, and a pair of common insoles costs fifteen or twenty cents. We have made arrangements with the United States Insole Co. to furnish their magnetic insoles to all new subscribers to the MONTHLY who will send twenty-five cents to pay postage. The regular price of these insoles is fifty cents per pair and we give you an opportunity to secure a pair and test magnetism for a trifle more than you would pay for a common insole. The company warrant their insoles equal to any made. See ad. on another page.

— We are in receipt of Vick's Floral Guide, which is sent to all who order seeds and to any address on receipt of ten cents to pay postage, and while of course its primary object is to advertise its publisher's business, it is well worth more than the ten cents to any that care for flowers. Our "better half" has purchased seeds and bulbs of Vick for several years past, and in no single instance have they failed to give satisfaction. We recommend our readers to invest in the Guide whether they wish to purchase seeds or not. The address is James Vick, Rochester, N. Y.

— East Saginaw Division, No. 192, was organized at East Saginaw, Mich., Jan. 31, by Bro. M. A. Loop, assisted by members from Divisions 6, 14, 20, 26, 48, 72, 100 and 102. The members of the new division were much disappointed that the Grand Chief Conductor was not present, but as he had received a telegram imperatively calling him to Arizona, it was impossible for him to be at Saginaw; we promise the new division that he will visit them soon. The members of the Executive Committee who had promised to be present can have space in the MONTHLY to present their excuses.

— The Woodruff Sleeping Car Company have established a new line between Kent, Ohio, and Peoria, Ill. The cars are of the combination pattern, with eight berths and eighteen reclining chairs. The cars are elegantly upholstered and present a very pleasing appearance, combining all features that tend to make traveling pleasurable. A large and nicely equipped smoking room, hot and cold water, patent closet attachment, in fact as near a perfect car as can be imagined. Passengers going West will find this line a great addition to the facilities of reaching Peoria and all points west and south.

— The engineer who many, many years ago went on a side-track to let the planet Venus pass, was probably the great grandfather of the Jerseyman who asks the editor of the *Evening Post*: "Will you please give your readers some information concerning what appears to be an electric light suspended very high in the air, seemingly a mile or two, which may be seen at night by those who look down Broadway toward the Battery? Where does it rise from? How is it suspended, and what is the object of it?"

The editor replies: "Our correspondent apparently refers to the evening star. The three questions which he asks about it we believe no astronomer has ever answered."—*Rd. Gazette.*

—There is hope that "Eli will get there." His last rehash, which some unknown friend sends us, is that of a story not more than twenty years old, at least that is as far back as the writer can remember hearing it.

"It was the same old trouble on the train. An Englishman came into the New York Central with two setter dogs, and wanted to carry them in the Wagner parlor-car. As usual, the conductor kicked about it. He said he was willing to carry young chickens in coops, and ducks and small pigs, but he must draw the line somewhere. Then the Englishman got mad. High words ensued, and, somehow or other, the 'lie was passed.'

" 'Did I understand you to call me a liar?' yelled the Englishman, indignantly.

" 'No, sir!' said the conductor, earnestly. 'No, sir, I did not call you a liar; I said you were a truthful man. I'm a liar myself!'

"When I next saw the Englishman he was sitting in the Utica & Black River depot, looking toward the Adirondacks, with head bandaged up, and trying to think out the problem of his own status."—*Eli Perkins*.

—A circular just received to-day reminds us of an incident. About twelve years ago the writer obtained a situation as brakeman on the C. B. & Q., making his first trip on the "Shok. Branch," otherwise "Carthage Division." At Iowa Junction the train was a little "ahead" and all went to the office to visit with the operator—a big, overgrown looking young chap, who, to tell the truth, did not then look as if he would ever "set the river on fire." During this little visit we first heard of the celebrated "Colusa Fly," and by the way, perhaps the switchman will tell the MONTHLY readers about it some time. Time progressed, and so did the big operator. He got bigger, and some years after, while ye editor was making an effort to run the way freight on the Second Division of the B. C. R. & N., who should turn up at Waterloo but Geo. Goodell, the same big operator only a little bigger, and as for looks, well, there is a difference of opinion about looks, but like "Profesor Vilas Canby," he "gets there," and was soon promoted to the office of train dispatcher, and for a long time past has filled the place to the satisfaction of all with whom he was brought in contact. The circular is as follows, and permit us to remark that a long personal acquaintance with both Goodell and Bro. Martin, formerly passenger conductor on the I. C., leads us to believe that no one will ever regret the promotion.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY. OFFICE OF SUPERINTENDENT.

CEDAR RAPIDS, IOWA, Feb. 3, 1886.

Mr. George A. Goodell is hereby appointed Assistant Superintendent of the Second, Third and Fourth Iowa Falls and Belmond Divisions, vice Mr. J. C. Fox, resigned.

Mr. W. P. Ward will succeed Mr. Goodell as Superintendent of Telegraph and Train Dispatcher.

Mr. A. W. Martin is appointed Train Master of the Third and Fourth Iowa Falls Division, with headquarters at Estherville.

ROBERT WILLIAMS, Superintendent.

Approved: C. J. Ives, Pres't. and Gen. Supt.

Chicago is going to celebrate the 400th anniversary of the discovery of America. Columbus did not discover Chicago. She discovered herself, and a great deal of contiguous territory. Had there been a rivalry or contest between the two, the chances are ten to anything that Chicago would have discovered Columbus before he was out of sight of land.—*Burdette in Brooklyn Eagle*.

In Memoriam.

"ONE SHORT SLEEP PAST, WE WAKE ETERNALLY,
AND DEATH SHALL BE NO MORE."

Cordell, J. H.—Killed, Jan. 22, while coupling the engine to his train in the yard of the C., St. L. & P. Ry., in Columbus, Ohio. Bro. Cordell was a worthy member of Division No. 100, and leaves a family to mourn his loss. The Division adopted appropriate resolutions of regret.

Forrest.—At Valley Farm, Linn Co., Iowa, of spinal meningitis, Jan. 19, Robert Forrest, aged seventy-three years. Mr. Forrest was the father of Bro. J. P. Forrest, of Valley City Division No. 58, who has many friends who sympathize with him in his great loss.

Geary.—"Another brakeman is dead." This is the old announcement which has again appeared in the daily papers. William F. Geary for several years was an employe of the Northern Central. Four weeks ago last night he bade his wife and baby good-bye and went out in the bitter cold to pursue his vocation. In the middle of the night, chilled and benumbed by the cold, he attempted to couple cars in the Southport yard. There was a misstep, a sound of crushing bones being driven through warm, white flesh, a groan, and another noble fellow sank to the earth with his good right arm destroyed. Pitying fellow employes raised him up and carried him to his little home on West Third street, where doctors were speedily summoned. A *Telegram* reporter visited the house at 2 o'clock in the morning, to find physicians examining the arm and trying to devise, if possible, some means to save the member. The injured man's agony caused the great muscles of his neck to stand out prominently, but he bravely refrained from making an outcry, except when the doctors picked pieces of shattered bone out of the arm, he asked them to save it, for it was all he had. The poor wife, holding an infant babe in her arms, was weeping in an adjoining room and praying that her husband, her protector, might be permitted to live. The doctors were soon obliged to amputate the injured arm, and the afflicted man commenced to grow weak, and was faint at heart as the days went by and brought no relief. Finally he had to give up the unequal struggle, and he knew that his young wife and little child would soon be left to face the world without the protection which he wished to give them. The parting was very affecting and sad. A great strong man in the vigor of his early manhood, going out across the dark river. A gentle, loving woman, holding a little child, and weeping from the depths of a breaking heart. The presence of a goodly priest, and some friends. This was the scene of a brave man's hopeless struggle and defeat by death. Outside merry rider asked who was dead, and the answer was: "Only a brakeman."

Only a brakeman! killed by the train;
Only a brakeman by accident slain.
Onward, rush onward, no time for delay;
Blow the shrill whistle, and hasten away.

Only a brakeman! but a true-hearted boy,
Only a brakeman! but a young wife's joy.
For whom there's no muffle of the coarse iron wheel
That grinds on her heart as on the grooved steel.

—*Elmira Telegram.*

Mr. Geary was for some time employed as brakeman on the train of C. S. Whenton.

Kauffman—Died January 21, of membranous croup, Carl, son of Bro. F. H. Kauffman of Sylvania Div. No. 33, aged two years and six months.

Meredith.—Please receive this humble tribute in memory of our deceased beloved Brother W. W. C. Meredith. Although unpretending in diction we feel the sentiments here uttered will touch a responsive chord in your every heart. Another bright light has been extinguished in our Order. The Great Supreme has issued the order and our revered Brother is relieved from duty here we trust by transfer and promotion to join the brilliant phalanx above. He was found at his post as a true Christian brother and fell in the arms of victory. Great is our bereavement. Yet when the great I AM utters the mandate we ought to bend the knee in humble submission and exclaim, "Thy will be done." His record is a faultless one to mortal eye. Blot nor blemish mar the fair page. Our brother Meredith in all his acts seemed governed by the teachings of the Great Emanuel.

In business transactions he was a man of inflexible integrity. In social relations his gentle

heart overflowed with love for all. A sweet smile for all, a warm pressure of the hand and a hearty "God bless you," were his greetings. No one more abounded in acts of pure beneficence.

He gave ere charity began, and when his straightened purse forbade relief he gave all he had—the tenderest sympathy and a tear. In imitation of his Great Master—his great delight was in going about doing good. Thus brothers, we have touched upon some of the characteristics of our revered departed Brother. Like the blessed Saviour, he too was acquainted with sorrow and grief, occurrences which pierced his noble heart with excruciating anguish, yet sustained by firm unflinching trust in the Great Redeemer, he passed through the fiery ordeal and emerged like silver from the seething crucible. That one so good, so pure as he was thus afflicted finds a response in What I do thou knowest not now but shall know hereafter. But our self-imposed task is ended. Would that an abler pen had performed this duty, that of furnishing a memento, commensurate with the merits of our venerated Brother. Brothers, as a legacy we have his example. May we all profit by its teaching, feeling assured that if we live as he lived and tread with firm, undeviating steps the path he trod our parting is not final, we shall meet again. *So mote it be.*

F. E. M.

Pomeroy—Died at Shabbona, Ill., Feb. 7, of congestion of the kidneys, Eva, daughter of W. E. and Julia Pomeroy. Bro. Pomeroy is a member of Div. 96, and all extend their sympathy to the bereaved parents.

Ryan.—Dec. 13, 1885, in the 27th year of his age, of typhoid pneumonia, after an illness of five days, Bro. John H. Ryan of St. Louis Div. No. 3 of the Y. M. M. B. A. He was born at Wooster, N. Y. and his remains were taken there for interment. He has been in the employ of the St. L. I. M. & S. Ry. about six years. He was a genial, kind-hearted man, respected by his superior officers and honored by all who knew him.

Sheldon.—Mary, wife, Gerald, son aged seven, Flora and Susie, daughters, aged respectively five and three years of Bro. Martin H. Sheldon of Z. C. Priest Div. No. 56. No particulars are given by our correspondent of the terrible dispensation of Providence by which our Brother is so terribly bereft. Wife, son and lovely daughters, all at one fell blow of the awful "Reaper." Can any one be surprised that the stricken husband and father refuses to believe the future holds joy or comfort for him, and is there one heart to whom this sad message shall come, that we will not beat in sympathy with him?

"Gone, flitted away,

Taken the stars from the night, and the sun from the day."

WHEN SPRING TIME CAME.

When spring time came last year,
And all the lanes and winding woodlawn ways
With dogwood blooms were white as winter days,
We brought the flowers to her, and tender grace
Of welcome glorified her patient face;
And her dear voice, sweet as a fairy chime,
Spoke loving words to us in that loved time,
When spring time came last year.

When spring time came this year,
The dogwood blossoms, noiseless as the snow,
Fluttered and drifted where she slept below;
Soft as the snowflakes, tenderly they pressed
The little mound above her snowy breast;
But the white lips curved in no loving smile
And the white face slept voiceless all the while,
When spring time came this year.—*Burdette.*

W. P. Daniels, City.

DEAR SIR:—Permit me through the columns of your most estimable journal to say a few words to your readers. I noticed in your January issue a personal mention of a conductor, A. G. Post, being confined to his home, Kent, Ohio, with rheumatism, and as soon as he could be moved he would go to Hot Springs, Ark. Now what I wish to say is this: For long years people, when they found medicine would do them no good, have been in the habit of going to Hot Springs, a trip, which, with the extraordinary expenses attending it will cost any where from two to five hundred dollars, if of a month's duration. The question presents itself, What is there about Hot Springs to be beneficial to suffering humanity? In answering this I wish to make mention of the fact that there is an ore in the earth known as magnetic. It is sometimes called load stone. It is a species of iron ore, and nowhere in the world does it abound in greater quantity than in the portions of Arkansas in which the Hot Springs are situated. The water of Hot Springs and all other health springs is noted for being largely mineral, or mineral matter being held in solution. The mineral held in solution is magnetized, its properties being induced by the magnetic iron ore from which it runs, and the curative principle or properties in Hot Springs, Ark., and all other springs that are noted as health resorts, is no other than the magnetic. This is a fact which any one who will investigate may ascertain for himself. Now then, if it is magnetism, why pay such an enormous amount, when the same amount of curative principle may be had at your own home without inconvenience for a mere trifle. I refer to our magnetic goods. They contain the same principle, only in a much more condensed form, and prove just as beneficial as the Hot Springs, Ark., or any other place. To prove this I will only refer to two cases. Right in Mr. Post's own home, Conductor J. S. Smith of the N. Y. P. & O. R. R., who is probably well known to Mr. Post, was afflicted with rheumatism in the same way; about 18 months ago he purchased of me a Belt. The result was that within six weeks his rheumatism left him entirely. Total expense \$10. Mr. Smith will corroborate this. Another case; Engineer Chas. B. Hammond of the A. & P. R. R. residing at Peach Springs, A. T., was confined to his bed for 5 months with rheumatism, unable to move hand or foot. Last April he wrote me asking if a pair of insoles would do him any good. I replied no, but, that if he would put on a \$55 outfit he could get out of the house in thirty days. He said, send it. We did so. Forty-eight hours after putting it on he got out of his bed, dressed himself, and walked out of doors. In two weeks he got on his engine and has run regular time ever since. If Conductor Post or any of your readers doubt this statement let them write to Mr. Hammond. We can also refer you to your Assistant Grand C. C., E. H. Belknap of Galesburg, Ill., who is probably very well known among you, and a man of high worth and standing. He will substantiate our claims for the magnetic goods, and we think that all conductors would consider his word as very good. The question remains, What shall those who are suffering with rheumatism do? Shall they continue using drugs? Shall they go to Hot Springs? Or shall they try Magnetic Goods, Belts, Caps, Vests, etc. To take drugs is throwing money away. If they go to Hot Springs they get relief or a cure but at a terrible expense. If they try Magnetic Goods they get the same relief or cure, at a merely nominal sum. We have greatly reduced our prices to bring them within the reach of all and any one suffering from rheumatism should write us for our new book, *Health and Wealth*, and any information which we can give we shall be pleased to do so free of charge.

Very respectfully,

J. P. DARGITZ, Sec. and Mgr. U. S. Insole Co.

279 West Madison St., Chicago.

HOW DOES YOUR WATCH RUN?

A watch impregnated with magnetism cannot "keep time." It will vary irregularly, gaining and losing and stopping, in the most annoying sort of way. It has been found that this magnetic or electric influence is the direct cause of the "queer freaks" and unaccountable behavior of fine watches, and is the secret enemy which has undermined the reputation and baffled the skill of our best watchmakers.

Giles Bro. & Co. have published a very interesting little pamphlet, describing the effect of magnetism in watches, which can be had free on application. It also describes the "Anti-Magnetic Shield for Watches," which has been proved to be a perfect protection against the magnetic and electric influence, and is especially advantageous in railway service where these influences are very strong, and will prevent the breakage of main springs in cyclones and magnetic storms. Your jeweler can furnish or procure you this protection; if not, send to Giles Bro. & Co., the Chicago jewelers, for a descriptive circular which will be mailed free on application.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.
Assistant Grand Chief Conductor.—EDMUND COMAN, Kansas City, Mo.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.
Grand Senior Conductor.—WILLIAM J. DUBBIN, 726 Clybourn street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, Quincy, Ill.
Grand Inside Sentinel.—CHAS. W. EVARTS, Meadville, Pa.
Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE.

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.
 HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.
 ERWIN H. BALENAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.
 WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.
 W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOSEPH H. KIMBALL, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and Treas., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., C. K. Cross, Continental hotel; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m., in Stend't's hall, over 193 East Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., M. F. Compton, 2330 South 11th st.; Sec. and Treas., A. V. Schermerhorn, 1235 Linn st. Meets 2d and 4th Sundays in each month at 2:00 p. m., in Ohio hall.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., R. S. McMurray; Sec. and Treas., Frank M. Chapman, box 87. Meets 1st and 3d Sundays in each month at 2:00 p. m.
- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. McWhaw, Calvert Station; Sec. and Treas., George Dewey, 196 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Re-tallick, box 1596. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 184 Travis st.; Sec. Z. T. Buse. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., O. Sackett, Lock Box 6, Avon, N. Y.; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Ful-ton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin, lock box 1060. Meets in Masonic Temple 1st and 3d Sun-days in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.

RAILWAY CONDUCTORS' MONTHLY.

- Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton; Sec., Alex. Fulton. Meets 2d and 4th Sundays in each month at 11 a. m.
- Astec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., E. Valentine, Jr. box 335. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall.
- Desfries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesent; Sec., T. A. Moreau, box 26, South Quebec, P. Q.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, The Dalles, Oregon, box 174; Sec., Wm. Weidner, The Dalles, Oregon, box 174.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Hatcher, 334 North 13th st. Meets 1st Monday and 3d Sunday of each month at 1:30 p. m., cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 979, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit; Sec. and Treas., F. A. Dean, box 182. Meets 1st and 3d Sundays in each month.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. H. Reese, box 112; Sec., C. D. Rossetter, box 767. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., S. M. Freeman; Sec., Chas. Wimsitt, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Sundays in each month at 2 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., A. W. Glenn. Meets 2d and 4th Sundays in each month.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert. Meets 2d and 4th Sundays in each month, at 7:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin; Sec. and Treas., G. F. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridan, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 24 Betts st; Sec. and Treas., J. H. Rumbaugh, Van Wert, O. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. E. Holden, Boyce, La.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallion, Ohio.** C. C., W. G. Wacley; Sec., L. McBane. Meets every Sunday at 12:30 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. W. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m., from Nov. 1 to Mar. 1, and to a. m. from April 1 to Oct. 31.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., C. A. Henderson; Sec. and Treas., B. G. Warthen, box 1318.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 297.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over 20 W. Milwaukee st.
- B. B. Hawkins Div. No. 114, Pittsburg, Pa.** C. C., G. W. Bishop, Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Bush st.; Sec., Wm. H. Dykes, 1116 Wood st., West Oakland. Meets 1st Saturday in each month at 4:30 p. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, No. 35 Eddy st.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 841. Meets at 2 p. m., on 2d and 4th Sunday of each month.

RAILWAY CONDUCTORS' MONTHLY.

- care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 2:00 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierre, lock box 225. Meets 1st and 3d Sundays and 2d and 4th Wednesdays in each month, Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Never sink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, Sec., F. Rosenkrans. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garretson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Angar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12:30 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohli, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m., 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell; Sec., J. C. Sheldon, Quaker st., Schenectady Co., N. Y. Meets 1st and 3d Mondays at 7:30 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey; Sec., J. W. Housel, box 365. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., A. E. Gaylord, No. 200 South Ninth st. Meets 1st and 3d Sundays in each month, 10 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, Portage, Wis.; Sec., Geo. J. Johnson, box 282. Meets every Sunday in each month, at 2:30 p. m., Hammond building, opp. C. M. & S. P. Ry. depot.
- Ladett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 734 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sundays in each month, at 1:30 p. m., 7th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1098 Main st.; Sec., M. A. Wolcott, 1098 Main st.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., H. F. Allen, box 250. Meets 1st and 3d Saturday evening, in Fireman's hall.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/4 R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Klock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall.
- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 543 N. Morgan st.; Sec. F. M. Vanway, 560 E. Cerro Gordo st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Hefferman; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., G. G. Newell. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Feathergill, 429 Park ave., Chicago, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in B. of L. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., G. W. Hammer, care P. R. R.; Sec., W. S. Hemperley, P. R. R. Ticket Receiver's office. Meets 2d and 4th Sunday at 2 p. m.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park; Sec., L. J. Golden. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 1 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254,

RAILWAY CONDUCTORS' MONTHLY.

- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa., Sec., P. F. Duffy, 1602 Price st., W. Scranton, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martin, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 2 p. m., in hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., Samuel A. Hunn, box 488. Meets 2d and 4th Sundays each month at 7:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, care G. T. R'y; Sec., John McAuleff, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Kiefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 3 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., H. Hussey; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in I. O. of O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia.** C. C., S. W. Derrick; Sec., C. H. Matthews. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, W. tertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon. Meets 1st and 4th Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Parrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2:30 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, lock box 622. Meets every Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., W. G. Murray, Sec., W. C. Wright, box 404. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, North Springfield, Mo.; Sec. and Treas., R. E. Ivett, North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets every Thursday at 1 p. m., in K. of P. hall, Water st.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. F. Foote. Meets the 2d and 4th Sundays of each month at 11 a. m., Story st., between Seventh and Eighth sts.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 2 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., A. K. Waddell, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 7 p. m., A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 East Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 2 p. m.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., F. A. Henshaw, 618 Hill st., Hannibal, Mo.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., Geo. T. Parsons, box 266; Sec., F. G. Murphy, box 117. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 386 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 203 Michigan st.; Sec., A. Vandam, 519 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey,

RAILWAY CONDUCTORS' MONTHLY.

YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

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 GEORGE J. JOHNSON, C. M. & St. P. R'y, La Crosse, Wis.
 WILLIAM BLOW, Grand Trunk Railway, Windsor, Ontario.

Indianapolis Div. No. 1, Indianapolis, Ind. Jos. Averill, Pres.; Hugh S. Curky, Sec. Meets 1st Saturday night in the month.

Buffalo Div. No. 2, Buffalo, N. Y. Melvin Khle, Pres.; Jas. M. Barrett, Sec.

St. Louis Div. No. 3, St. Louis, Mo. Chas. J. Wendling, Pres.; Wm. B. Carlan, Sec.

Cleveland Div. No. 4, Cleveland, O. Alex. Bruce, Pres.; D. M. Alvord, Sec. Meets first Wednesday night in the month.

Cincinnati Div. No. 5, Cincinnati, O. Robert F. Marshall, Pres.; Albert Snell, Sec.

Leavenworth Div. No. 6, Leavenworth, Kansas. James Howard, Pres.; Henry Parsons, Sec.

Louisville Div. No. 7, Louisville, Ky. S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

Denver Div. No. 8, Denver, Col. J. W. Reynolds, Pres.; W. C. Bradley, Sec. Meets first Sunday evening in each month in Division Room, Union Depot.

Rome Div. No. 9, Rome, N. Y. William Cooper, Pres.; H. S. Graves, Sec.

Terre Haute Div. No. 10, Terre Haute, Ind. Jno. B. Walsh, Pres.; Chas. R. McCray, Sec. Meets 1st Sunday in each month at 3 p. m.

East St. Louis Div. No. 11, East St. Louis, Mo. Geo. W. Glessner, Pres.; John T. Metter, Sec. Meets 1st and 3d Wednesdays.

Union Div. No. 12, Detroit, Mich. George T. Best, Pres.; Wm. Blow, Sec.

Concord Div. No. 13, Concord, N. H.

Kansas City, Div. No. 14, Kansas City, Mo. H. R. Bailey, Pres.; C. C. Hatch, Sec.

Chicago Div. No. 15, Chicago, Ill. Jos. R. Creed, Pres.; Henry R. Hopkins, Sec. Meets 1st Saturday night in each month.

Lone Star Div. No. 16, Houston, Tex. J. Shaughnessy, Pres.; George J. Carson, Sec.

Capital City Div. No. 17, Des Moines, Iowa. C. W. Durlie, Pres.; James Scanlon, Sec.

Toledo Div. No. 18, Toledo, O. William Kirkby, Pres.; Jerry Reilly, Sec.

Milwaukee Div. No. 19, Milwaukee, Wis. Orville Zebber, Pres.; H. S. Teall, Sec.

Minneapolis Div. No. 20, Minneapolis, Minn. A. J. Hitt, Pres.; Harry Staples, Sec. Meets on the 1st Sunday in each month.

Itasca Div. No. 21, St. Paul, Minn. Jno. Buckley, Pres.; Geo. L. Phippen, Sec.

Point Lookout Div. No. 22, Chattanooga, Tenn. R. B. Siegfall, Pres.; C. J. Harrington, Sec.

Pittsburg Div. No. 23, Pittsburg, Pa. John J. McGuise, Pres.; John F. Bannon, Sec. Meets 3d Sunday in each month.

New Orleans Div. No. 24, New Orleans, La.

LaCrosse Div. No. 25, LaCrosse, Wis. C. Geo. J. Johnson, Pres.; James A. Bancus, Sec.

Omaha Div. No. 26, Omaha, Neb.

Manchester Div. No. 27, Manchester, N. H. E. T. Sherburn, Pres.; C. G. Hastings, Sec.

Evansville Div. No. 28, Evansville, Ind. Geo. W. Lovejoy, Pres.; Chas. C. Roeser, Sec.

Monumental Div. No. 29, Baltimore, Md. Harry Pearks, Pres.; Jas. S. Marsden, Sec.; Meets 2d Sunday in each month.

Lake Div. No. 30, Town of Lake, Ill. M. McNeil, Pres.; W. D. Fitch, Sec.

Joliet Div. No. 31, Joliet, Ill. Patrick Lowery, Pres.; John J. Foster, Sec.

St. Albans Div. No. 32, St. Albans, Vt. D. H. Plaisted, Pres.; James Finn, Sec.

Salamanca Div. No. 33, Salamanca, N. Y. O. H. Wheeler, Pres.; J. W. Mulcahy, Sec.

Hafferty Div. No. 34, Winnipeg, Man.

Denison Div. No. 35, Denison, Texas. John C. McCullough, Pres.; Geo. W. Bartholomew, Sec.

Ogden Div. No. 36, Ogden, Utah. Jas. A. Trawley, Pres.; James M. Wagner, Sec.

Philadelphia Div. No. 37, Philadelphia, Penn. E. M. Carter, Pres.; B. F. Donecker, Sec. Meets 3d Sunday in each month, in Donaldson's hall, cor. Broad and Filbert st.

Burlington Div. No. 38, Burlington, Ia. J. H. McPartland, Pres.; Ira C. Wright, Sec.

Green Island Div. No. 39, Green Island, N. Y. Philip H. Hicks, Pres.; W. W. McChesney, Sec.

Echo Div. No. 40, Echo City, Utah. John K. Murray, Pres.; J. H. Rhins, Sec.

Derry Div. No. 41, Derry, Pa. Manassa Sweeny, Pres.; Daniel Williams, Sec.

Michigan City Div. No. 42, Michigan City, Ind. Andrew Montague, Pres.; W. T. Carter, Sec.

Salida Div. No. 43, Salida, Col. M. Killen, Pres.; John Gulvin, Sec.

Jersey City Div. No. 44, Jersey City, N. J. Jno. C. Burkholder, Pres.; Thos. S. Mitchell, Sec.

Massachusetts Div. No. 45, Boston, Mass. Mathew H. Cross, Pres.; S. F. Hinkley, Sec.

Albany Div. No. 46, Albany, N. Y. Isaac N. Coolcy, Pres.; Chas. B. Dillon, Sec.

Atchison Div. No. 47, Atchison, Kan. Wm. C. Rogers, Pres.; Samuel P. Ernu, Sec.

Decatur Div. No. 48, Decatur, Ill. John W. Rohan, Pres.; D. E. Baldwin, Sec.

Gate City Div. No. 49, Atlanta, Ga. R. G. Woodruff, Pres.; E. S. Fairbanks, Sec. Meets 2d Sunday in each month in Ga., R. R. office.

Nashville Div. No. 50, Nashville, Tenn. John R. Hanley, Pres.; C. S. Evans, Sec.

RAILWAY CONDUCTORS' MONTHLY.

- C. C., Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass.** C. C., W. R. Mooney, care B. & L. R'y; S. C. and Treas., C. F. Hammond, "Old Colony R'y." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month.
- City of Mexico Div. No. 159, City of Mexico.** C. C., J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Saturday in each month, in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan.** C. C., C. F. Brown; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham, 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.**
- Oil City Div. No. 163, Oil City, Pa.** C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Union hall.
- Licking Div. No. 166, Newark, Ohio.** C. C., Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 41 West 9th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., A. G. Tunnison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Franklin Hall 1st and 3d Sunday each month.
- Camden Div. No. 170, Camden, N. J.** C. C., E. G. Blaisdell, W. J. R'y depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, 2d Saturday and 3d Tuesday in O. U. A. M. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughty, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa.** C. C., W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb.** C. C., Geo. W. Dwinnell; Sec. and Treas., T. S. Heck.
- Thayer Div. No. 174, Thayer, Missouri.** C. C., P. Fowler; Sec. and Treas., J. B. Stanton. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. B. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Ripley, Tenn. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y.** C. C., Robert Richareson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 1 p. m.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., R. A. McCrae, 236 Junetta st.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 1st and 3d Mondays in each month at 2 p. m.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., W. H. Scholes, care M. & O. R'y; Sec. and Treas., T. E. Buckley, care M. & O. R'y. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., William Beales; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, 84 Pullman st.; Sec. and Treas., W. N. Johnson, 11 Bailey st.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 1st and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., J. McCain; Sec. and Treas., George E. Hunt, 215 Waterloop ave. Meets 2d and 4th Monday in I. O. O. F. hall.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., S. M. Taylor, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m.
- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.
- Selma Div. No. 185, Selma, Ala.** C. C., W. H. English; Sec. and Treas., G. B. Finley. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. No. 186, Birmingham, Ala.** C. C., J. T. Alexander; Sec. and Treas., Walter Moore, of Ga. Pac. R'y.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa.
- Stanbury Div. No. 188, Stanbury, Mo.** C. C., T. C. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month.
- East Saginaw Div. No. 189, East Saginaw, Mich.** C. C., Jas. McMillan, Toledo, O.; S. & T., J. R. Osborn.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

RAILWAY CONDUCTORS' MONTHLY.

- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 182 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin; Sec. and Treas., Wm. E. Finch, box 129. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st.
- Wasatch Div. No. 124, Ogden, Utah.** C. C., W. S. Hubbard; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb; Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., R. J. Manz, 517 Pine st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves; Sec. and Treas., C. D. Knowles, box 343.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook, Sioux City, Iowa; Sec. and Treas., J. L. Jones. Meets 1st and 3d Sunday of each month, at 2 p. m., in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 311 North Ringo st.; Sec. and Treas., Jabes Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., F. W. Adams. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., M. L. Blanton. Meet 2d and 4th Saturday in each month, at 9 a. m., No. 83 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Saturday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., and 2d and 4th Monday at 7:30 p. m., in each month, in Red Men's hall.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 1st and 2d Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson; Sec. and Treas., Wm. A. Mills. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1314 Pennsylvania ave.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., John Connor; Sec. and Treas., Robert McDowell. Meet 1st, 2d and 3d Sundays in each month in Odd Fellows hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, box 567 West Gardner, Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira O. Sherry Div. No. 147, Easton, Pa.** C. C., Thomas Callahan 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., John M. Evans, 14 Broadway; Sec. and Treas., C. T. King, 66 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m., in G. A. R. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st.
- Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North 18th st.; Sec. and Treas., J. T. Johnson, 1225 East Broad st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn Div. No. 153, Mauch Chunk, Pa.** C. C., Wilson Marsden; Sec. and Treas., E. H. Blakesler. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., W. J. Sullivan, Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, box 159. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.**

RAILWAY CONDUCTORS' MONTHLY.

Three States Div. No. 51, Cairo, Ill. Geo. W. Triplett, Pres.; Geo. A. Hilburn, Sec.
 Connellsville Div. No. 52, Connellsville, Pa. Ino. C. Burkholder, Pres.; G. M. Hughes, Sec.
 Altoona Div. No. 53, Altoona, Pa. Geo. N. Anderson, Pres.; Taylor Grant, Sec.
 Brainard Div. No. 54, Brainard, Minn. Benj. S. Mallory, Pres.; P. Murphy, Sec.
 Columbus Div. No. 55, Columbus, Ohio. Jacob Henry, Pres.; Luke Brophy, Sec.
 Fernandina Div. No. 56, Fernandina, Fla. Wm. H. Simpson, Pres.; T. L. Stewart, Sec.

Emporia Div. No. 57, Emporia, Kan. Wallace A. Stiles, Pres.; H. B. Morse, Sec.
 Texarkana Div. No. 58, Texarkana, Ark. John Carmichael, Pres.; Geo. J. Boyle, Sec.
 Andrews Div. No. 59, Andrews, Ind. H. C. Boughton, Pres.; Frank S. Boals, Sec.
 Boone Div. No. 60, Boone, Iowa. Samuel J. Moore, Pres.; Thos. Ripley, Sec.
 ——— Div. No. 62, Harrisburg, Pa. Pres., W. S. Decker, P. R. R.
 ——— Div. No. ———, Charlottesville, Va. Pres., Wm. F. Wright; Sec., Auburn Mann.

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RAILWAY CONDUCTORS' MONTHLY.

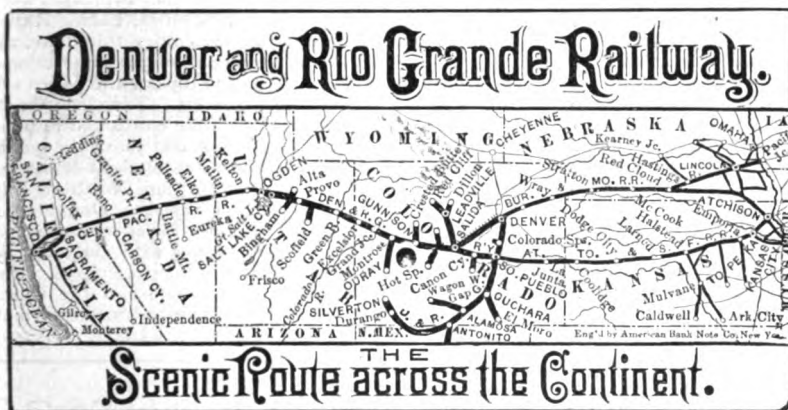
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The Virginia, Tennessee and Georgia Air Line.

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FROM CHICAGO TO SAN FRANCISCO.

The Chicago, Milwaukee & St. Paul Railway Company has sent out a little pamphlet of eight pages, which describes the trip from Chicago to San Francisco over its short line and connections, the Union Pacific Railway and the Central Pacific Railroad. The little book mentions many of the numerous important places along this route, and it indicates briefly and in satisfactory manner what the accommodations and attractions for the traveler are. A running colored bird's-eye view map at the tops of the pages shows the comparative altitude of the many cities and points of interest. The distance from Chicago to San Francisco by this route is 2355 miles, and the time consumed in making the trip four and one-half days. In going from Chicago, about 600 feet above the sea level, one goes right up over the Rocky and Sierra Nevada Mountains at a height of 8,000 feet and down to San Francisco, less than 1,000 feet. By this route through Northern Illinois and Central Iowa, the traveler passes Des Moines, Omaha, Cheyenne, Denver, Great Salt Lake, Carson City and Sacramento. Everything in the way of checking baggage, providing berths, eating, and other accommodations, is looked after with the most scrupulous care, the aim being first and always to secure the comfort of the passengers. Persons going from all parts of the East to the far West would do well to consider the Chicago, Milwaukee & St. Paul route, concerning which they may obtain minute information by addressing A. V. H. CARPENTER, General Passenger Agent, Milwaukee, Wis.

Atlantic & Pacific Railroad.

**SHORTEST, QUICKEST AND BEST ROUTE BETWEEN
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Pullman Palace Cars without change between Kansas City and San Francisco, and St. Louis and San Francisco. Road Bed, Equipments and Eating Houses unsurpassed.

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W. C. DENNISON,
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INSURANCE COMPANY OF NORTH AMERICA

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CONFINING ITS ENTIRE CAPITAL TO ACCIDENT INSURANCE.

Resources for Security of Insured, \$405,225.26.

This Company keeps \$100,000.00 Government Bonds deposited with the Insurance Commissioner of N. Y., for Security of its Policy Holders.

STATEMENT

Showing the rapid progress of THE ACCIDENT INSURANCE COMPANY OF NORTH AMERICA for the past Six Years:

| | Premium Income. | | Premium Income. |
|-----------|-----------------|-----------|-----------------|
| 1879..... | \$24,946.79 | 1882..... | \$150,413.56 |
| 1880..... | 31,249.51 | 1883..... | 282,585.55 |
| 1881..... | 52,213.54 | 1884..... | 366,703.98 |

LARRABEE BROS., Managers Western Department,

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PRIVACY, LUXURY, COMFORT, PERFECT
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RUN REGULARLY ON EXPRESS TRAINS ON THE FOLLOWING ROADS:

N. Y. N. H. & H. and Boston & Albany Roads; New York and Boston (via Springfield); Boston & Lowell R'y; Boston & Fabyans (double daily service); Baltimore & Ohio and Wabash R'ys; Chicago & London, Ont.; Wabash, St. Louis & Pacific; Chicago & St. Louis; Chicago & Kansas City; Toledo & St. Louis; C. N. O. & T. P. R'y—"Queen & Crescent"; Cincinnati & New Orleans (double daily); C. N. O. & T. P. and L. & N. Ry's; Louisville & Chattanooga; C. N. O. & T. P. and V. & M. R'ys; Vicksburg & Birmingham; C. N. O. & T. P. and Georgia Pacific R'ys; New Orleans & Atlanta; C. N. O. & T. P. and E. T. V. & G. R. R'ys; Cincinnati & Jacksonville.

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PRIVATE CARS.—Private Cars similar to the "Adelina Patti," "Etelka Gerster," and "Janauschek," well known and undoubtedly the most magnificent private cars in the world, are To Let for long or short trips. They are provided with attendants,—silver, and bed linen complete. For further particulars and explanatory books apply to **MANN'S BOUDOIR CAR CO.** Welles Building, Broadway, N. Y.

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With the finest equipment in the world, consisting of Palace and Sleeping Cars, and elegant Day Coaches between

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—VIA—

FOND DU LAC,
OSHKOSH,
NEENAH,
MENASHA,
STEVENS' POINT,
CHIPPEWA FALLS,
EAU CLAIRE AND
NEW RICHMOND.

3 TRAINS!

EACH WAY DAILY

—BETWEEN—

MILWAUKEE,
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AND EAU CLAIRE.

Ask the Ticket Agent for Tickets by the "Central," and take no other.

F. N. FINNEY, JAS. BARKER,
Gen'l Manager. Gen'l Pass. Ag't.
MILWAUKEE, WIS.



2 Passenger Trains Daily Each Way.

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NEW YORK,
BALTIMORE,
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—AND ALL POINTS—

East, Northeast & Southeast.

(GOING WEST,) to

QUINCY, HANNIBAL,
ST. PAUL,
MINNEAPOLIS,
OMAHA,
KANSAS CITY
ATCHISON, TOPEKA,
DENVER, SAN FRANCISCO

AND ALL POINTS

West, Northwest & Southwest

Free Reclining Chair Cars

IN EACH DIRECTION.

Tickets via I. D. & S. R'y for sale by all Agents of connecting lines. Baggage checked through to destination. For further information, call on or address,

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LINE BETWEEN

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And all Points South, Southeast and Southwest; Connecting at

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And with Steamboats for all Points on the Ohio and Mississippi Rivers.

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With Lines diverging for all cities in the West, North and Northwest. First-class Equipment. New
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Purchase Ticket at principal Stations on the line, or at Ticket Office, No. 117 North 4th Street, corner
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Freight received at Warehouse, corner Second and Poplar Sts., St. Louis, and Depot, East St. Louis.

CHAS. HAMILTON,
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DOUBLE TRACK! STEEL RAILS!


3 EXPRESS TRAINS DAILY 3

—FROM—

**Buffalo and Suspension Bridge to New York and
Philadelphia.**

AND ALL POINTS EAST! PULLMAN'S PALACE CARS RUN ON ALL EXPRESS TRAINS!

This Popular Line runs through America's Grandest Scenery, embracing the fertile farming country of the Susquehanna Valley, the wild and rugged scenery of the Wyoming Valley, and the busy Anthracite Coal and Iron Regions of the Lehigh Valley. Anthracite coal is used entirely, thus avoiding the dense volumes of smoke that so terribly annoy passengers on lines using Bituminous Coal.

 All trains of the Lehigh Valley run directly into the heart of the City of Philadelphia, (9th and Green Streets Depot), New York terminus, Pennsylvania Railroad Depot, foot of Cortland or Desbrosses Streets. Trains leave Buffalo (Erie R'y Depot) 9.00 a. m.; 4.40 and 10.00 p. m. Returning, leave New York (Pennsylvania R'y Depot), foot of Cortland or Desbrosses Streets at 8.10 a. m.; 3.40 and 7.00 p. m. Leave Philadelphia (P. & R. R. Depot), 9th and Green Streets, at 9.00 a. m.; 4.15 and 8.00 p. m., for all Points in the West, Northwest and Southwest.

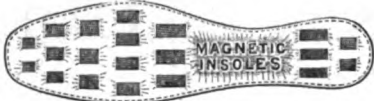
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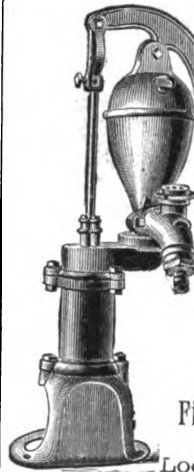
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We have arranged with the above Company to give away One Pair only of these little Foot Warmers to each subscriber who sends us 25 cents extra to pay for postage, wrapping and mailing.

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IMPROVED
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FORCE PUMPS,
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Engine.

Send for Catalogue.

Field Force Pump Co.,
Market Street,
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FOR SPEED, SAFETY AND COMFORT

—TAKE THE—

ERIE RAILWAY

On which travel is made an

ABSOLUTE LUXURY,

By elegance of its equipment and its perfect roadbed.

FOUR EXPRESS TRAINS DAILY EACH WAY.

Elegant Pullman Coaches!

NO CHANGE OF CARS BETWEEN NEW YORK, CLEVELAND, CHICAGO
CINCINNATI OR ST. LOUIS. NO EXTRA CHARGE FOR

FAST TIME.

For full information apply at any of the offices on the line of the road, at the offices of the N. Y. Pennsylvania & Ohio Railroad, and at the offices of all connecting lines, asking for tickets via **Erie Railroad.**

W. H. HURLBURT, Gen'l West'n Pass.
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RAILWAY CONDUCTORS' MONTHLY.

THE MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and Southwest.

The Great Rock Island Route

Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air-brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

The Famous Albert Lea Route

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of Interior Dakota.

Still another DIRECT LINE, via Seneca and Kan-kakee, has been opened between Cincinnati, Indianapolis and Lafayette, and Council Bluffs, Kansas City, Minneapolis and St. Paul and intermediate points.

For detailed information see Maps and Folders, obtainable, as well as tickets, at all principal Ticket Offices in the United States and Canada; or by addressing

R. R. CABLE, Pres't & Gen'l M'gr.
E. ST. JOHN, Gen'l T'kt & Pass. Ag't,
CHICAGO.

BY ALL ODDS

—THE—

Best Equipped Railroad
in the World.

Chicago & Northwestern Railway

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to and from California and Colorado. It also operates the best route and short line between

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Milwaukee, LaCrosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatonna, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Ia., Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the many points of superiority enjoyed by the patrons of this road are its *Day Coaches*, which are the finest that human art and ingenuity can create. Its *Palatial Sleeping Cars*, which are models of comfort and elegance; its *Palace Drawing-Room Cars*, which are unsurpassed by any; and its widely celebrated *Northwestern Dining Cars*, the like of which are not run by any other road. In short, it is asserted that *it is the best equipped road in the world.*

All points of interest north, northwest and west of Chicago, business centers, summer resorts and noted hunting and fishing grounds, are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over 400 passenger conductors caring for its millions of patrons. Ask your nearest agent for tickets via this route, and **Take None Other.** All the leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by poorly equipped roads.

For maps, descriptive circulars, summer resort papers, or information not obtainable at your local office, write to the **General Passenger Agent C. & N. W. Railway, Chicago, Illinois.**

100 Railway Conductors' Cards (designs worked in colors) with your name, address and order, \$1.00, 50 for 60 cents. **Agents Wanted.** Samples free. Specimen book containing 50 designs, sent on receipt of 15 cts. **LAWRENCE & PHELPS, Toledo, O.** Mention this paper. 3-7

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and ex-Passenger Con-
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not more hazardous than
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\$5,000

Death Indemnity.

Actual Cost, \$6.25 qt'ly.

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INDIANAPOLIS, - - IND.

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The only Association devoted exclusively
to accidental insurance among Passen-
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Freight Conductors
\$15.00

Weekly Indemnity,
and \$500 Death
Indemnity.

When 1000 members
are secured in this class
Death Indemnity will
be \$1000.

Actual Cost, \$6.25 qt'ly.

No Assessments. Payments cannot exceed \$6.25 per quarter. You know the outside cost. Each class pays its own risk. Every member being an agent, is the cause of the rapid growth of our Association. The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list:

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time,

one week and two days. Benefit received, \$12.14.

Geo. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one

week. Benefit received, \$25.00. A. S. Cather-

wood, L., N. A. & C. Railway, accident by

broken rail. Loss of time, six weeks and six

days. Benefits received, \$170.22. Dave Earhart,

Big Four Railway, accident caused by helping

lady off train. Sprained wrist. Loss of time,

three weeks and four days. Benefit, \$38.43.

Trustees are appointed on each Division. All

losses are paid through the Trustees, and quar-

terly payment may be collected by them. Those

who are not insured may fill application oppo-

site, and cut this page out and send to Secretary.

The following are a list of Trustees appointed

up to date. The Association expects to appoint

a Trustee on every railway division of the United

States and Canada before another year rolls

round. *Don't delay, Accidents will happen.*

The following Trustees have been appointed

up to date:

Edward Kein, D. L. & N. Railway, Big Rap-

ids, Mich.; Chas. E. Miles, O. & M. Railway,

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J. J. Woodward, C. & E. Ill. Railway, Chicago,

Ill.; Harry Francisco, L. N. A. & C. Railway,

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Bellevue, O.; G. D. White, C. St. P. N. & O.

Railway, Bayfield, Wis.; Pat. Halloran, C. O.

& S. W. Railway, Paducah, Ky.; G. W. Rob-

erts, L. & N. Railway, Louisville, Ky.; Edw'd

Kennedy, C. B. & Q. Railway, Villisca, Iowa;

Jos. E. Sculley, G. C. & Sante Fe Railway, Ft.

Worth, Tex.; Chas. J. Hausler, K. C. St. Joe &

C. B. Ry, Kansas City, Mo.; Geo. J. Johnson, C.

M. & St. P. Ry., LaCrosse, Wis.; Richard Cor-

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D. & S. Railway, Indianapolis, Ind.; Jacob L.

Argabrite, A. C. & I. Railway, Ashland, Ky.;

Chas. T. Robinson, D. & Rio Grande Railway,

Denver, Col.; C. W. Avery, A., T. & Sante Fe

Railway, Topeka, Kan.; Z. J. Goodwin, Mem-

phis, Tenn.; C. D. Waterhouse, C. Short Line,

St. Louis, Mo.; Jeff. Peterson, Wabash Rail-

way, Michigan City, Ind.; Chalmers Brown,

C. I. St. L. & C. Railway, Indianapolis, Ind.;

E. W. Alexander, C., St. L. & P. Railway,

Logansport, Ind.; John U. King, I. & St. L.

Railway, Indianapolis, Ind.; A. S. Cather-

wood, L., N. A. & C. Railway, Indianapolis,

Ind.; W. B. Bryant, C. I., St. L. & C. Railway,

Indianapolis, Ind.; Thad. Gregory, C. I. Rail-

way, Oskaloosa, Iowa; J. N. Jones, Iron Moun-

tain Railway, St. Louis, Mo.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y.

Dear Sir—Please find inclosed my applica-
tion. On receipt of my policy and membership
card will forward my quarterly payment of \$6.25

1. My name in full is

2. Age.....

3. Address.....

County ..

4. State whether you have a through or accom-

modation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of

death by accident, under provision of this

certificate, to

Name in full

Residence

Whose relationship to me is that of

8. What accident company are you insured in?

and give the amount of weekly indemnity.

9. Are you aware that benefits from this As-

sociation do not extend to death or disability

which may have been caused by disease?

DECLARATION.

I,

Railway..... Conductor, being desirous

of becoming a member of The United States Rail-

way Passenger Conductors' Accident Asso-

ciation, of the City of Indianapolis, Indiana,

and entitled to all the benefits thereunder, and

do warrant the above statement to be true. I

do also agree that a proper receipt from parties

to whom I may designate my death loss to be

paid, in case same be caused by accident, shall

in all cases be a full satisfaction to all claims

that my heirs or legal representatives may have

in this Association, and this application is not

binding until accepted by the Secretary.

Signature of applicant,

Date.....



No Change of Cars { **CHICAGO & KANSAS CITY,**
OF ANY CLASS { **CHICAGO & ST. LOUIS,**
BETWEEN { **AND**
ST. LOUIS & KANSAS CITY.
 Union Depots in **CHICAGO, EAST ST. LOUIS,**
ST. LOUIS and KANSAS CITY.
NO OTHER LINE RUNS

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between **CHICAGO and KANSAS CITY, CHICAGO and ST. LOUIS, and ST. LOUIS and KANSAS CITY.** Meals equal to those served in any First-Class Hotel, only 75 cents. The finest

PALACE RECLINING CHAIR CARS

in the World are run in all Through Trains, day and night, without change, and **FREE OF EXTRA CHARGE.** This is the only line running a sufficient number of these Cars in all its Through Trains to accommodate all its patrons.

PULLMAN PALACE SLEEPING CARS

the finest, best and safest in use anywhere. The best and quickest route from **CHICAGO to MEMPHIS, MOBILE, NEW ORLEANS, and all points SOUTH via ST. LOUIS.**

THE SHORT LINE TO AND FROM
 Missouri, Arkansas, Texas, Kansas, Colorado,
 New Mexico, Mexico, Arizona, Nebraska,
 Wyoming Territory, Montana Territory,
 Idaho Territory, Utah Territory, Nevada,
 California, Oregon, Washington Territory, etc.

The GREAT EXCURSION ROUTE between the **NORTH and SOUTH,** and to and from **Kansas Lands and Colorado, New Mexico and California Health Resorts and the Mining Districts of the West and Southwest.**

See that your Tickets read via **"CHICAGO & ALTON RAILROAD."**

For Maps, Time Tables, and all information, address

JAMES CHARLTON,
 General Passenger and Ticket Agent.

GEO. J. CHARLTON,

Assistant General Passenger and Ticket Agent.

210 Dearborn Street, Corner Adams Street, **CHICAGO, ILL.**

J. C. McMULLIN, Vice-President.

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 Choose in Traveling East
 or West the*

CENTRAL Vermont Railroad

Which forms in Connection with the **GRAND TRUNK** Railway the Old and Favorite New England Route to and from all Points West.

The Rolling Stock and Equipment of the
Central Vermont Railroad

Is second to no road in this country. It is the only line running

Pullman Sleeping Cars

**Between Chicago and Boston
 Without Change.**

And solid trains of elegant Coaches and Baggage Cars, without change between Montreal and Boston, Steel Rails, Iron Bridges, with Westinghouse Automatic Brake, Miller Platform, Coupler and Buffer on every train, assure safety while passing swiftly through Mountain, Lake and River Scenery of the most beautiful and varied description. The Train Service of this Road is so arranged that sure connections are made with the Grand Trunk Railway, and with Railroads in New England to and from all the principal cities, villages and towns in Massachusetts, Rhode Island, Connecticut, New Hampshire and Vermont. Pullman Cars, Montreal to Springfield, and Pullman and Wagner Cars Montreal to New York, without change. First-class Restaurants with Reasonable Charges, and ample time given for meals. Baggage checked through Canada in Bond, avoiding all trouble of Customs. During the summer, Excursion Tickets are sold over this line at Greatly Reduced Rates. For sale at all Stations and responsible Ticket Offices East and West.

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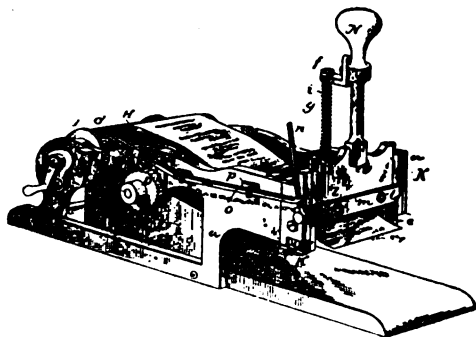
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Volume 3.

MARCH, 1886

Number 3.



RAILWAY CONDUCTOR'S MONTHLY

WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,
Associate Editors.



ORANGE SACKETT,
J. B. W. JOHNSTONE,
Associate Editors.

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RAILWAY CONDUCTORS' MONTHLY.

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THE RAILWAY CONDUCTORS'

MONTHLY.

Volume III.

CHICAGO, ILL., MARCH 1, 1886.

No. 3.

"TRANSITION."

For the MONTHLY.

The baby carriage, as it danced in the car
Airily bounded at every jar,
Not minding at all its railroad jaunt,
So it reached its destined occupant
Safely and sound, for the little one's treat,
Who doubtless yet mastered not its feet,
The baggageman said "The thing was a
bother,"

But on the train was the little one's father,

Who was hast'ning o'er the iron rail
To reach home New Year's without fail,
For he fondly looked with anticipation,
To the little one's greeting at his destination.

He thought how the child he would dance
on his knee,

During which time it would laugh merrily;

He thought how the darling would open
its eyes,

At sight of the carriage, in glad surprise.

And then, why not? 'twould be nothing
strange,

His thoughts began to take wider range,
The child, a girl, would make home
brighter,

Her greeting, as maiden, make cares
lighter,

Her presence would herald laughter and
song,

He fervently hopes that her days may be
long.

One fear took shape, as he gazed at the
carriage,

Her possible loss, sometime, through marriage.

Yet danced the carriage lightly and airily,
The baggageman always handling it charily
While moving it so a trunk would not
tumble

Upon it and ruin. In moving he'd grumble

"The owners of *such* things, had I my way,
Should ship by express or the baggageman
pay,

For they make lots of trouble, always,
plague take 'em,

Because I'm afraid something will break
'em."

At a station a message is handed to me,
"Conductor of 'Two' please give J. K. D."
I make the remark, "Such a man I don't
know!"

The baggageman says, "The buggy's
marked so."

A chill strikes my heart. "Why so much
hurry?

Its contents, I'm sure, the father will
worry."

The message unfolded, this was what it said,
"J. K. D., your little daughter is dead."

Slowly I pass through the aisles of the
train

While seeking the father, I hear the refrain,

"Your little daughter is dead, is dead,
Come to —s house," the message so read
At last I find what I so much dread,

For the message an owner. A passenger
said

"That's my name, 'tis for me, that is quite
clear,"

I said as I gave it him, "Sad news I fear."

Eagerly the lines his wild eyes devour
Which knell the death of his hopes of the
hour,

Instead of the maiden he saw full of grace,
Only will greet him a little, cold face.

While the carriage he had for the little one's
cheer,

Alas! now is worthless upon the new year.
And the tears in his eyes with the surge of
his chest,

But shadow the agony within his breast.

Sadly I wended my way to the front,
Entering the baggage car not as my wont,
I softly spoke to the baggageman, Ed,
"The destined occupant of the buggy is
dead."

While the carriage yet danced about the
car,

He never once said, "How much trouble
you are"

But watched it carefully while the train
rushed,

And tenderly handled it, for the hopes
crushed.

S. E. F.

BIBLICAL AND HISTORICAL EVIDENCES OF FREE MASONRY.

In this inquiring age even the myth, extending to the earliest ages of the world, like a luminous thread, has become the object of scientific treatment and studious research. Among the races of earth, or at least among all those who do not occupy the very lowest stage of barbarism, myths or traditions are found connected with their different religious views, and often enter largely into their peculiar system of faith. When those myths are only variations of the same myth belonging either to an extinct or perhaps to a still surviving but remote people, being, as it were, children of the same family, it will not be illogical to assume the existence of such relations between them, as may yet lead to the discovery of their common ancestry by a comparison of language and physiological unity. Most of these myths, as long as they can be traced back to at least partly civilized races, opens to the student an inexhaustible mine of genius and exquisite poetry, for the form in which they have been transmitted is generally of a poetical one. The East has inundated us with a perfect sea of songs and poems that rival each other in profundity of thought, finish of diction, and splendor of imagination. Prominent among these are the hymns of the Vedic literature, and those grand epics which spring from heroic tradition. The study of the poems, or rather that of their mythical foundations, is the more important and interesting because the spirit of the people which gave them birth is faithfully reflected in them. How marvelously these majestic songs of the Valley of the Ganges harmonize with the snow-clad mountains of the Himalaya, that are an insurmountable barrier to that ocean girt India, whose people, predisposed to self-contemplation by their religious philosophic temperament, have never aspired to mingle actively with the world

beyond, but rested content to be found in the fertile Arga Varta, the low lands of the Ganges, the seat of an extensive, varied Sanskrit civilization, and the pilgrimage to the shrine of the holy mountains. But we must turn from the familiar consideration of myths and traditions to those questions of history which involve the origin of races, and bring us directly to the inquiry: Are we in possession of evidence to prove the pre-existence of (Masonry) our Order?

First. We are inclined to the belief that there were a people on the earth before Adam, which we will designate as the children of men, and there was a people of which Adam was the first, which were and are the children of God. In support of our first proposition, when God rejected the offering of Cain he slew his brother, and God put a mark on Cain. Bearing that mark he went into the land of Nod, and there he knew his wife. How could he have known his wife if there were no people in the land whither he went? And could there have been so long as Adam was the first man and Eve the first woman, and Cain the first born of Adam and Eve? Cain's wife bare a son and he called his name Enoch, and he builded a city and called it after his son Enoch. (Search the Scriptures and see if these things are so.)

Secondly. The great Saharan desert, known only to us as desert, is found dotted all over with villages and cities, the ruins of some covering an area sufficient to contain a population of thirty thousand (30,000) inhabitants, and these ruins are found to be on an alluvial soil capable of maintaining a dense population. We have not the space to pursue our argument further with reference to two distinct races; grant for the sake of the argument that there were two distinct races. The co-habitation of Cain with one of the daughters of the children of men in the land of Nod brought all people, kindred and tongue under the supreme control of God, the Father of us all. And order had its origin with Adam, the first of the children of God, and it is truly remarkable that having labored incessantly six days to perform the work of creation, God reserved to himself, after completing his labors of creation on the seventh day, time to point out to Adam that the Sabbath was a day peculiarly consecrated to the solemn purpose of rest and devotion.

Thus finished, furnished and decorated, the Almighty Architect reviewed his workmanship and pronounced it good, and then it was solemnly dedicated by the hallelujahs of heaven; the angelic hosts in choral symphonies welcomed Him to His home in the Grand Lodge above, and all heaven rejoiced at the perfection of created things. On the unhappy dereliction from purity by our first parents are founded some of those characteristic insignia of Masonry, which convey a lasting remembrance of our degenerate state as well as the glorious promise of redemption.

These tokens were unnecessary when man was in a state of perfection

but after the fall they were practiced by Adam, and are considered as the immovable landmarks of the Order unto this day.

The five events attending this transgression and expulsion from Paradise, viz., the transgression, shame, sentence, prayer, and promise, are distinguished among us by such significant tokens as reverence, penitence, sympathy, fatigue, and faith, that the unhappy consequences of the three former, as well as the hope derived to mankind from the two latter, can never be lotted from the recollection. Expelled from Paradise into a world cursed for their sake, our first parents must have sunk under the effect of this terrible change if the promise had not lent them support under their extremity of misery. Their calamities were great, but faith and hope supplied them with fortitude to endure the penalty of their disobedience. The first object on passing from ineffable light to temporary darkness was to clothe themselves with the skins of beasts slain in sacrifice, according to the immediate command of God. One grand principle of ancient Masonry was to preserve alive in men's minds the true knowledge of God, and the great idea of atonement for sins by animal sacrifice, typical of the one sacrifice of the Lamb without spot as a propitiation for the sins of the whole world. This was the animating idea which increased men's faith wheresoever Masonry was practiced; an idea which was never entirely obliterated, even amongst the idolatrous nations, by whom our science was most deplorably prostituted and reduced to something worse than the shadow of its image. Hence, Abel's sacrifice was more acceptable than that of Cain because it was an animal sacrifice, and offered conformably to the divine appointment, while that of Cain being unbloody was an abomination because it did not contain any reference to the atonement of Christ, without which all sacrifices and offerings were unacceptable to God, for "without shedding of blood there could be no remission, for it is the blood that maketh atonement for the soul." It was the object of our ancient brethren to preserve through the medium of our institution a lively remembrance of the great object of their faith and hope, that the result might be pleasing to God, and produce an unfeigned charity to all mankind.

(To be Continued.)

For the MONTHLY.

SHACOB AND THE DELEGRAF.

"I geep von saloon up on Broadway and I gets akuainted mit two or three of dem oberador fellers, vot board near my blace, and who often cum in and get swei beer. Dey vas all good vellers. So von efening dey asked me iv I wouldn't like to go down mit the delegraf orfus, unt see how dot news vas trasnmittid.

"So, von efening I vent down mit de boys, und ven ve abroached id,

I could hear nodings but lots of noises like so many bells vas a-ringin'. Dere vas lots of young vellers ub agent de vall who seemt to be very busy. Dis, my frents say, vas the receiving department. Den dey dook me to von room vot had all glass jars ub on de shelves, and de boys dell me 'Jake, dis vas our saloon and health room, and dey askt me if I efer hat de rumatism, von dey cure it, ant I say yes, I have him sometimes in my pack.

"So de boys say dey fix dat all right. So dey gifs me von hold in von hant, and von holt mit other hant oberg a peece ov vire, unt dolt me to stick vast to him. So I holts on to dat vire. Unt pretty soon I feels me like a bumble bee all ofer, und I can't leaf go. Unt de boys say to hold on tight, or de hull Chicago vire would be broak in pieces, unt dey can't get no news, but I tell em I gif no tam for de news, I vant to get loose.

"Dey dell me ten it vas de battery room vat ve vash shust in, unt I say yes, I dinks so, I know I vas pattered ub enuff myself. Den ve vent up sthairs again to the delegraf and my frents say, 'Jake, you got a broder maypee, somewhere and wouldn't you like to speak mit him von de delegraf?' Unt I say, yes, I have a broder in Intianny on de farm, unt I would like to know how he vash. Unt de boys say dey send him von delegram unt it vill only cosd me forty cends. Unt in aboad ten minutes my frends say 'Here vas de answer, id vill be forty cents more, as your broder did not pay it.' Unt I say to my frends dat my broder lifs over sefen miles in der country, and it would dake more as dree hours to get to his blace. Unt de boys say, 'Perhaps he vas in town to-day, unt dey fount him ride away.' Unt I say 'I guess so.'

"Den de boys say, 'Jake, you vant some beer?' Unt we went ober across de vay unt pretty soon ve didn't come back right away, unt I notis dat my frents sphend de same money I gif dem for dot delegram, but I dond say nodings. So ve vent back to de ofvus again und den ve sat down unt de boys egsblained it all do me, und dey dell me aboud a big fire in Galfeston, unt Brinsh Bismark haf got a sore eye, unt dere vas anoder murder committed von Kentucky, unt all de streetshs in Vashington vash plockaded mit offish seekers. Unt I say to my frents, who vash dat man up dere behint de big glash, unt dey say, dat vash de money order oberador, come unt see him—he vash a nice feller.

"So I vent ub, unt he shake hants, unt after a vile he asked me if I wouldn't like to send a ten tollar bill to Chicago shust to see how it worked, unt I said, 'I don't care if I do.' So I gif him von ten tollar bill, unt pretty soon he say, 'Jake, your ten tollar bill vash in Chicago, come unt have sumdings, unt ven ve come pack, ve have Chicago send dot money pack.' So ve vent over unt had some more beers, unt sthaid a long dime. Den ve all vent back mit de ofvus, unt he got up in his chair und commenced to shmile und laff, and he say to me, 'Jake, I vill now askh Chicago to return dot money unt if he doand, he die ride away alreatty.' Afder a couble of

minutes he dell me dot it leaft Chicago all right. Den ve talked some more unt I saw two of my frents get ub unt run around quick, unt I notice de money order operator he lookt vild mit hish eyes, unt turn pale, unt he say, Jake, dere vash a big storm up at Michigan City und de vire vash proke unt my ten tollar pill vash bloan away into Lake Michigans.

"Den my frents say, 'Jake, hurry out, or de lightning von de delegraf vill strike de hull of vus unt ve vill be all killed.' De boys say dat vash de city ofvus, und asked me if I didn't vant to go mit de railroad offish unt see dot drain tespachur, unt I say, 'Nix cum arous,' I haf seen enuff of dem oberador fellers to last me for sefen years. Und de boys say, 'Goot-bye, Jake, come aken sumdimmes,' unt I say, if I do I hoap I nefer see dot money orter feller. Unt I goes home unt vants to gick myself all to pieces. If I efer see dot money orter feller in my blace, he nefer ged oud alife."

J. M. BURNS.

THE DUDEY FISHES.

A dudey who sat near a brook, on a stone,
Sang "Willow, tit-willow, tit-willow!"
Said a barefoot boy, "Why do you sit there alone,
Singing 'Willow, tit-willow, tit-willow?'"
You must have caught plenty or else they won't bite,
For you came here this morning, and now it's near night."
A glance from the dudey said, "By Jove you're right,
Oh, willow, tit-willow, tit-willow."
He spat on his worm as he sang with a grin,
Oh, willow, tit-willow, tit-willow.
"There's no use of talking, I gather them in,
By willow, tit-willow, tit-willow."

No angler like me ever fished in this spot;
I've read all the authors from Walton to Scott,
And, like me, you will sing when you see what I've got,
Ah, willow, tit-willow, tit-willow."
"Now let's see your catch that has caused you to sing,
Oh willow, tit-willow, tit-willow."
But the dudey kept on as he held up his string,
Singing willow, tit-willow, tit-willow.
"I thought these small fish that I've taken with grubs
Were trout, and I'll tell you that here's where it rubs;
You break my heart now that you tell me they're chubs,
Oh, willow, tit-willow, tit-willow."
FRED MATHER, *in the Wanderer*.

A PHANTOM ENGINEER.

It's only a ghost story. Jim Pace told it one dark night to a little crowd that gathered in the round-house. Jim's a veteran of the rail. He was seventy-two last week, and has pulled a throttle as many times as any living man. "How he used to make old Six walk," is the common expression wherever Jim's name is mentioned in a crowd. He loved the engine

better than anything in the world, and it nearly broke his honest heart to give her up. Jim never had an accident, but that wasn't his "fault," he always said. "It wasn't me that missed 'em. It was old Six. She wouldn't ever go into the back end of a train o' the blackest night and all lights out. You couldn't drive her. Couldn't git 'er nigh 'er broken bridge or trestle or washout."

Jim never got any further with his explanation until that night at the round-house when some of the boys begged him to tell them why old Six wouldn't get into trouble.

"As I've quit the track, boys," he began, "I don't min' tellin' yer jest why. Reckon y' all know I took to firin' with Dave Griffin, an' all I know about er engine I learnt from him. He was like er father ter me, an' when he died I lost the best frien' a lone boy ever had. Lost, did I say? No, not lost, but——"

He looked out into the night and the little audience waited for him to finish the sentence. But he went on anew.

"I worked mighty hard an' faithful, but I wuz 'n ole man when they gimme the best engine on the road. You've all heard of ole Six? She's scrap-iron ten years ago. I had run along for er good many years 'thout er accident of any sort an'—y' all know how't is—had got sorter careless like. I knowed every rail an' crosstie in the road, to say nothin' of bridges an' trestles an' culverts, an' could shet my eyes an' tell where I wuz by the way ole Six carried herself. Well, one night—it's the darkest night I ever saw; the moon an' stars seemed as if they'd gone out for good, an' the black, thick clouds set so close to the earth that yer could feel 'em as yer plowed through 'em. Head-lights didn't amount to much them days, nohow, but that night mine didn't do no good at all. Sump'n must've blacked the glass for I couldn't see ten steps ahead of the pilot, an' what dim light ther wuz flashed sickly against er solid front uf cloud. By an' by it began to rain. The water came down like the bottom had fell out, an' in less'n five minutes I could hear it roarin' in the ditches alongside the track. The noise it made tearin' through the culverts drowned the rattle er the train. I hope'll never see sech another flood. Lightnin' every minute an' less, split the darkness on all sides, an' the thunder boomed 'mong the clouds as if the old earth was explodin' from the inside fires. At every boom the clouds gave down more rain, an' old Six trembled as if she was skeered to go ahead.

"On we went, up hill an' down hill, forty miles an hour, an' no stops fur way stations. We climbed the summit at Pinson's an' flashed by like a skeered deer, on down the long grade toward Dyke's Run an' the big trestle. I knowed every stick o' timber in that trestle, I knowed it's the best on the road, an' I wasn't afeerd to go over it a mile er minute, so I did not slack up. I leaned back in my seat an' listened to the ragin' storm outside. My fireman had opened the furnace door an' stepped back in the ten-

der for some coal, when suddenly a big white-headed man got between me and the red light o' the furnace fire, an' leaned over toward the front o' the cab. One long arm reached out, an' an' takin' hold o' the throttle, shut off the steam. The other pulled three long blasts of the whistle, the signal for brakes, an' then, before I could say a word, the man caught the lever in both hands an' reversed her clean back to the lowest notch. The same long arm again reached the throttle an' pulled her wide open. Ole Six's drivers began to spin around backward, an' the train began to slack up. Jumpin' up I made a lunge at the ole man, but, instead of hittin' him, I fell flat across the cab. I got up, an' saw him still standin' there lookin' out ahead. I throwed my arms around him to pull him away, but they passed right through his body an' fell at my side. He turned an' looked at me, an' I saw it was Dave—Dave Griffin, come back from the grave.

"When my senses come back the train was standin' still an' Dave was gone. I knowed there was somethin' wrong ahead, so I got out an' walked down the road. A hundred feet away I came to er great gap in the track—the big trestle was gone! The creek was growed to a mighty river, roarin', rushin' and gurglin' over the piles. Boys, I didn't feel skeered then, but somehow I couldn't stan' up. My legs felt weak an' give way under me an' I set down on the track in the pouring rain. I—I didn't go to sleep, I couldn't ha' done that, but my fireman said he had to shake me purty hard to git me up. No, boys, I didn't run ole Six. Its Dave an' me together that's always pulled her through."—*Essex Record*.

SING LOW.

For the MONTHLY.

Sing low, ye wire,

Sing low.

As throbs thy heart with electric fire,
And winds wail out their mad, wild ire,
Sing as they go,

Sing low.

For broken heart,

Sing low.

No great hereafter may heal its smart,
But thou to-night may breathe a part.
Nor sorrow show,

Sing low.

As with a pain,

Sing low.

While the sad tears fall with thy refrain,
And days long past are lived again,
Sing as in woe,

Sing low.

Not as of yore,

Sing low.

But with sadder strains ne'er known before,
Of loved, and lost, and evermore,
When wild winds blow,

Sing low.

CORA EDLA BENSTER

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.

Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAILWAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

CORALINE.

I.

She has a dainty, shell-like ear,
My Coraline,
Small, delicately veined, and fine,
Soft, loving locks around it twine;
I'm sure in all the world its peer
Never was seen.

II.

And then a rosebud of a mouth
Has Coraline,
White little teeth and pouting lips.
A tingle to my finger tips
She sends, this beauty of the South,
My fond heart's queen!

III.

But this, alas! I must confess
Of Coraline,
All that she hears with shell-like ear,
With rose-bud lips she tells I fear.
And so I've got in many a mess
Quite unforeseen!

—*Somerville Journal.*

A CAGE OF CRICKETS.

BY M. H. CATHERWOOD.

Usually the passenger on the Peru trains considered Malott Park an oasis in the desert of common railroad stations. Its windows overflowed with flowers; the platform was as clean as milk-white sand; even the flag—for it was a flag and not a telegraph station—spread a scarlet square enriched with needle work; and no one could be really surprised to see a pretty girl in eyeglasses step out to receive express packages and the mail bags. The Indiana woods grew quite up to the walls of her castle. Behind it rose a

hill, and behind the hill's shoulder rose a church, and the tops of white slabs just picked themselves out between grass and sky. Whatever might be below the hill—village or nested farmhouses—the traveler could only conjecture.

But the facts of a sunny summer landscape are not the facts of the same landscape storm-ridden and overcast by a dark November night.

On such a night the platform looked like a bubbling lake, and the lighted station suggested a little Mississippi steamer wedged in among foliage. There was no lightning, but there was a mighty trampling of the rain's feet through woods, and sheets of water flapped against the north-bound train the one instant it stopped to hiss and glare.

The station-keeper came out covered to her eyes in a rubber cloak, but she need not have damped the soles of her shoe, for her born knights and pages manned the train. From express messenger to newsboy they willfully did her work while the bell rang; and seized on slippery railings as the train began to glide away, vanishing in the storm, and leaving only two glow-worm eyes of red in their wake.

She saw there was a woman entering the door, and followed the walking bundle with some anxiety.

"There isn't any fire in the waiting-room," she exclaimed. "I don't keep it up till this time in the evening, unless there are passengers. Come in here, please."

The station-keeper threw open to her charge such a scene as should have melted any woman's heart, and made it gush approvingly through the thickest wrappings. This was a girl's parlor, lighted through porcelain, bordered on every side by blooming plants, the floor covered with a fleece of warm carpet which the passenger noticed looked thoroughly well dusted. Curtains shut out the night; a piano stood open. There was a cushioned arm-chair by the stove, and a small sofa drawn to the table. Upon the table supper was partly spread; some rolls and butter; a white jar of marmalade; the bowl of sugar-lumps; cream in a silver-shell pitcher. The desk of the station-keeper was at one side of the room under a window; here lay some reports she had been writing out, and one leaf hung down, showing her name, square and large, Camilla Morgan.

She left her own wet water-proof spread to dry in the waiting-room, and hospitably offered to take her guest's wraps.

"I suppose you were expecting friends to meet you," she said, receiving a camel's-hair shawl and a furred dolman upon her arm, and waiting in vain for the bonnet and ancient lace veil.

The passenger, who stood there, a stout lady in black silk and hem-stitched linen, rich and somber, instead of replying, took some tablets and a pencil which hung at her watch-guard and wrote. She had a dark red skin. There was one upright groove between her eyebrows, which deep-

ened as she wrote. She then handed the tablets to the station-keeper, who read, "Please repeat what you said in writing."

"Mercy!" exclaimed Camilla Morgan. "Is she deaf and dumb?" And compassionately she wrote, "I suppose you are expecting friends to meet you here."

"My son," said the passenger, upon the tablets, "will come for me in about an hour."

"Well, then," responded the station-keeper, in the same silent way, "you can have supper with me before he comes. I always wait until eight o'clock for my supper," she began to say aloud, but hastened to translate into a visible language, "because this is the last train except a local freight, and that I do not have to bother myself about. I eat alone so much I shall be glad of company."

Her passenger received the tablets and wrote sedately, "I shall be happy to accept your invitation."

She then sat down with her bonnet on and her veil cast back, removing her gloves while she watched Camilla making tea and taking baked potatoes from the oven of the complicated stove, which showed an open fire between bars, and yet seemed full of kettle holes, drums and secret panels.

Camilla swished about with housewifely fervor, adding to her board a loaf of cake, canned meat and three pickled peaches from a cupboard in the wall. Then indicating with a sweep of her hand the chair opposite her own which she wished the passenger to take, she brought the tea-pot from the stove, and they sat down with proper formality.

"How many?" inquired Camilla, tapping the bowl with her sugar-tongs and holding up three fingers as a suggestion.

In reply the passenger held up two fingers, insisting by gestures that three lumps were more sweetening than she could bear. She was therefore helped to two, her hostess murmuring aloud, in unconscious soliloquy, "She looks as if she'd never used enough."

Boughs slashed against the windows, and the storm rattled and roared down the rafters. Within, silence must have been blank had not sounds broken out at intervals in several keys, now quavering, now shrill, and now full-voiced.

"Yes, yes," responded Camilla to each piping.

She examined her guest with speculative eyeglasses, and turned her head toward a corner of the room. Finally she made a sudden rush, and came back to the table with bashful undulations to set beside her plate a minute wire cage containing three black field crickets.

"I hope you'll excuse me," she petitioned to the passenger. "I always feed them when I eat. They'd miss it."

If the passenger had made use of common speech, some explosive

would have accompanied the expression of her countenance. She looked as if she longed to shout: "A cage of crickets! Who ever saw such a ridiculous thing."

"She doesn't like it," said Camilla, aloud. "Well, she's not such very lively company herself, that she need grudge me my crickets. Cheep Jaspe! Cu-r-rt, Tommy! Here, Dinkum, your muvver will give you the first crumb—you're the baby. Bess um old lives of 'em! Needn't be 'cared at old cross lady; it's only your g'an'muvver come to visit you. Sing for your suppers, children. Che-e-ep!"

But instead of singing the children grabbed their suppers, and in the manner peculiar to them began to stow portions of it within their glittering black cases. The time had been when they refused to eat beneath her eye, lugging their crumbs out of sight, or refusing morsels altogether. She felt it a great privilege, therefore, to hang over the cage and bring her glasses to bear upon their movements, and to regulate their manners by inserting a teaspoon handle between the wires of the cage to rap Jasper on the back. He was a large, enterprising cricket, and wished to take all the supplies behind his own legs, and probably to issue such rations as he saw fit to his companions. He sprang from the spoon handle, and came down in a corner of the cage, lifting his long antennæ like two interrogation points, and making his three tail bristles express petrified astonishment.

The passenger, drinking tea and eating with the relish of a healthy appetite, kept a penetrating gaze upon Camilla.

"She doesn't like to see me feeding the beasts raw meat with my naked hands," ruminated Camilla aloud, "and some folks consider that the finest part of my circus. Dinkum, it's a bad night out of doors. If you lived there now you'd have to wedge under a stone, and your poor knees would just clatter together with cold. Tommy, have you torn the ruffle off your brown petticoat? Your muvver wouldn't mind it or scold you if she could sew you up another. But these suits have to last you all winter, and I don't want to see you frayed round the edges, and out at the elbows. Oh, now that you turn, I see it isn't torn a bit. Beg Tommy's pardon. Oh, I beg your pardon too!" she exclaimed to her passenger as that lady presented her with the tablets. Upon these was written, "You must be very lonely here."

Camilla took her own pencil from her pocket and indited for reply, "Because I play with crickets?"

The passenger took the tablets, shook her head, and sat down. "Because you are too young and pretty to live by yourself."

"Cheep," piped up Jasper, while his muvver read this statement, shading her face with her hand.

She then wrote back, "I have only lived by myself a few months. The crickets are lots of company. I found them in a graveyard. They lived

by a certain headboard, and when the weather became frosty, I brought them home. Maybe you noticed me talking to them and myself. I always talk out loud, and it is an idiotic habit, which please excuse."

The passenger nodded her grave head over this, but still insisted with a rapid hand, "It is not a fit thing for a young girl to be keeping a railroad station, and living alone in the building."

"Queek!" piped Tommy, giving himself a flirt to meet Camilla's fixed gaze, while he worked his knobbed horns backward and forward as if the situation had long been one of deep concern to him.

Camilla's pencil replied with a dash, "There may be two opinions about that."

"Certainly," was granted by the gold pencil.

Soothed by this admission, Camilla's pencil then placidly enough continued: "I don't have to apologize to anybody, and the neighbors about here all know me. But you are a stranger, and it seems queer to you. Mother is buried just the other side of the hill. She had to be taken care of when we lost our home and the President of this road was so kind to us. He was papa's friend. He gave me this position, and always takes an interest in my having my reports right, and I can keep it as long as I please. We brought what furniture we had left to this place, and he built more rooms. That's my room where I put your things. The other was mother's. It was the best chance I had, and she never suffered want, as she might have done if I had tried something else."

Delivering up the tablets at this point, she laid her head down beside her plate, secretly passed her fist beneath both eyes, and looked up quite self-controlled. While her guest was reading and replying, she inquired on the back of an envelope,

"Won't you have some more tea?"

The passenger waived her thanks and refusal.

"Or cake, or anything?" bulletined Camilla.

The passenger repeated her signals, and handed back the tablets whereupon was expressed her opinion, "You ought to have a good husband."

The following silent conversation then took place, while tree limbs cracked outside, and the eaves overflowed in cataracts.

Camilla began it, flushing hotly.

"Perhaps you are a traveling agent for good husbands?"

"I am."

"Cheep," spoke out Jasper, in a tone like shrill astonishment.

"Then perhaps I can buy one of you by sample. That's practical and business like. But I don't want one who is ruled by his mother."

"Why do you object to the mother? He would make a very poor husband if he had never been ruled by his mother. You have had a sweetheart and quarreled with him."

"Creak!" muttered Tommy, making a galvanic spring toward the mind-reading guest.

"Oh no; he quarreled with me—and everything concerning me. He wasn't in harmony with my environments. He was rich and high-minded."

"Don't you think girls are very foolish and headstrong about their independence in these days?"

"No, ma'am, I don't."

"Isn't it a waste for you to be sweeping out this railroad station when you might be making his home happy?"

"His mother can make his home happy."

"Maybe not. Maybe his heart is so set on you that her strict government avails nothing. Maybe, in fact, he governs his mother with his wishes, instead of his mother governing him."

"I hope he does. I'd rather he'd tyrannize over her than over me."

"Cheet," broke out Dinkum in honest reproach.

"So he has other faults?"

"Oh, yes, for one thing his name is Smith."

The passenger uttered that sound which is best described as a snort, and wrote rapidly in retort: "And a very good name it is. You will find it in every honorable position. So you don't want him at all?"

"No; you may keep him."

"Cheep," uttered the three crickets in concert, as if they had actually read every stroke of the pencils.

"Hush, children!" exclaimed Camilla; "what do you know about lovers and trouble? She'll let me alone now; and unless you blab all I've told you here by ourselves she'll never guess what a dreadful thinking I keep up."

"So you are determined not to have Mr. Smith," the tablet conversation went on.

"Positively." As Camilla wrote she felt a shiver running between her shoulders. All the leaves of her familiar woods must be weighted with water, and the hoary moss-cups and reaching roots lost in frozen rain. If it were always late spring, budding, promising, stimulating one's own blood, life would not look so melancholy and long.

"Perhaps the objectionable mother who rules Mr. Smith, may drop off some day."

"I don't think she will, she looks so healthy."

"Have you seen her?"

"I have seen her picture."

"What was she like?"

"She looked very much like you."

"Surely not like me! Remember, I am only the crickets' gran'muvver,

who has come to visit them, and not such very lively company that I can count on not being called cross."

"I knew it all the time!" exclaimed Camilla aloud. "And you only did it to overhear what I said to myself."

"Confessed," said the elder lady, making her voice heard for the first; and a low, solid, pleasant voice it was, evidently trained through many years to control and make the most of itself.

"And you said he was coming here in an hour. It can't be to see me. I haven't anything different to say."

"He sent me ahead to make peace," continued the elder lady, "because it appears to you that I began the war. My dear child, you have no son. When you have, you may be exacting in the matter of his marriage. I have my odd impulses, as the way in which I came here proves; but usually sober conviction rules me. My sober conviction in this case is that my son is determined to marry you, and you and I will have to make the best of it. Don't you think you can take me as a mother-in-law?"

Camilla extended her hands around the cage of crickets, drew her fingers across the wires, but said nothing.

"I did not know what a nice little woman you were," said the elder lady, looking at her watch, "nor what a poor substitute you have for a family in that cage of crickets."

"They are perfectly tame and loving," burst out Camilla.

"So is my son, poor, lonely little girl. My heart ached the moment I came in here. I was a lonely woman myself once."

Camilla pressed her palm and fingers against her eyes.

"You shan't make me cry," she uttered defiantly. "I'm not a crying woman, if I only keep the flood-gates shut."

"I am a crying woman," said the elder woman, taking out her handkerchief, and turning dark about the eyes. "And I came here to have a good sob over your bereavements and my own folly."

She rose from her chair, came over and knelt by Camilla, and the two clasped each other in an embrace and made the room resonant with sounds the crickets might have been amazed to hear, had not several solos of the same kind been delivered in that room before.

"There! that's enough," exclaimed Camilla, rubbing her wet eye-glasses. "If I don't shut up now, I shall be hysterical for a week."

"And you'll just let the past go, my dear, and accept his offer—and his mother."

"Your nose is real red," said Camilla, "how does mine look?"

"Pink," replied the passenger, getting up and smiling.

While she shook down her dress folds, and while Camilla carefully rubbed her own cheeks, and laughed at the microscopic concern which she saw expressed by the faces of the crickets, a locomotive's scream came

through the woods, and the pounding of a heavy train made the rails beside the platform tingle.

"There he is now," said the elder lady, complacently.

"Not on this train."

"This must be the train he was to follow on. Isn't it from the South?"

"Of course it is. There goes the headlight flashing past the window. Mercy! Why did you let him come?"

"Haven't I convinced you it was impossible to prevent him, my dear?"

"I don't know what I am saying—I don't know what I am doing. Hadn't I better put some more tea to steep?"

"That's a housewifely thought, but it isn't necessary. He had his tea before I left him, but he didn't eat anything."

Camilla remained clutching her tea-pot handle and glaring through her glasses while the train thundered past, each set of wheels playing the same tune as upon the joints of the rails, car after car.

"Oh, it's gone by," she breathed, setting the tea-pot down with a dispirited gesture. She saw the last red lights showing like dim rubies through her curtains.

Both women listened. The practiced ear of the stationkeeper knew that the train was making a siding, that it stopped while the switch was turned, that the thunder which followed was bumper crashing against bumper as the train began to back. Its hissing and grinding, and the extra for which it must be making way, passed entirely out of her mind, however, when the possible comer knocked at her outside door. The broad eaves sheltered him, and if he stood over his boot soles in rain water he could not feel half as dreadfully as she did.

His mother kindly took the lamp, and went to the door. Camilla did not know whether or not they exchanged any words. The coming lamp-light pushed darkness back from her and the crickets, and as darkness receded he approached, just as if he was a rising sun.

He must have said the first word, for she burned all over and turned half-way around in her chair. Had not that cage of crickets taken the meeting under their own patronage? But they encouraged the young gentleman as he stepped over the threshold, and piped up to him out of the silence "Co o-ort!"—*Indianapolis Sentinel*.

—A correspondent propounds an inquiry as follows: "It is rumored that the editor of the MONTHLY is a bachelor, and many of the ladies here are interested.

"I b'lieve you isn't married; you doesn't know the sweets
 Vat waits upon that happy state, ven man and woman meets,
 The bussum's warm emotions, the drops within the eyes,
 The darned stockings, and all them tender ties."

Please relieve the anxiety."

Married? Certainly not, and we are surprised to think that our appearance should suggest any such idea. (All the same we will take good care that this item is omitted from all copies of the MONTHLY that go to Cedar Rapids.)

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

The time of many of the MONTHLY subscribers expires with this number. If it is desired to continue the subscription, please forward immediately as the MONTHLY is always discontinued when the time expires, and by a prompt renewal you save delay in receiving it. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

TO ADVERTISERS.

We wish to call your attention to the value of the RAILWAY CONDUCTOR'S MONTHLY as an advertising medium, and refer you to any of those who have tried it, our present patrons. Of the January issue we have mailed to regular subscribers, and for samples over 7000 copies. We mail over 6,000 of the February. Our regular subscription list is now nearly 5,000 and is steadily increasing! For 1885 our total issue was 57,600, a monthly average of 4,800. That our claims are true in every particular can easily be substantiated by any one who will take the trouble to write to the Blakely Printing Co., 157 Dearborn street, this city, who have our permission to state to any one the number of copies they print for us at any time, and in addition we will on application, send to any patron a copy of our mailing list free. We consider our terms very low for the advantage offered. Write for particulars.

ABATING A NUISANCE.

The Wisconsin Central Railway run their own sleeping cars and pay the porters good wages, and they are not allowed to receive fees from passengers. This is an improvement that is appreciated by the traveling public, and we believe will result to the benefit of the enterprising company that has inaugurated this much needed reform.

The sleeping car companies pay their porters a miserable pittance, and thus compel them to make their wages by taxing the passengers. It is true that passengers are not

compelled to fee the porter, but if he does not, life will be a burden to him until he leaves the car. We honestly believe that companies would profit by it, if they would pay porters reasonable wages and not permit them to prey on the public. There are many cases where persons are willing to pay the nominal rate of \$2 but will not pay the actual rate of \$2.25, the extra 25 cent tax for the porter keeping them out of the sleeper.

MORE LIGHT ON THE "RELIEF."

Since the issue of the February MONTHLY, we have received a copy of the regulations of the Relief Department of the Penn. R. R. Upon examination thereof, we find enough, in our opinion, to condemn the whole scheme. In Article 18 the following language appears: "After the operations of the Department shall have commenced, persons received into the service, and advanced to higher pay or position therein, will as a condition of employment and advancement, be required while in the service to be members of the fund, excepting as hereinafter otherwise provided."

The provision referred to includes agents receiving a commission and not on regular salary, and employes receiving \$20 or less per month. Thus we find that notwithstanding the assertion has been made that membership in the Relief Department is not compulsory, it is practically so.

A further pressure is brought to bear in Article 26, which reads as follows: "In reductions of force, temporary or permanent, preference as to retention in the service will be given to members of the Relief Fund."

A part of the application for membership reads as follows: "In consideration of the rights and benefits conferred, I hereby release all claims from damages against the company which might at any time hereafter be maintained by or through me."

This confirms the opinion expressed in the February MONTHLY that this is a scheme on the part of the company to avoid liability to its employes, and virtually to make its employes pay all legal claims for damages against the company. In the first place they require a money payment for this benefit, and it is pronounced by those acquainted with such matters to be at a high rate. Then, as an additional payment for these benefits, they require their employes to release them from all claims for damages, whether just or otherwise. It is the impression of the MONTHLY that, notwithstanding this agreement on the part of the member, his heirs, should he be killed, would have a claim against the company that would not be vitiated by this agreement. It will be seen by this agreement that Article 10 of the President's circular in referring to gratuities, means a great deal more than simply gratuities.

A part of the last article of the agreement in the application reads as follows: "My resignation from the service of said company, or my being released from the employment and payment therein, at the pleasure of the company or its proper officers, with or without cause, shall forfeit my membership in the aforesaid Relief Fund, and the rights, benefits and equities arising therefrom." Supt. Meade, of the Northern Central, as was noted in the February MONTHLY, informed the *Elmira Gazette* that employes could continue their membership after leaving the service. How any such understanding can be arrived at under this agreement, is beyond the comprehension of the MONTHLY. It certainly seems as though it was drawn to permit the company to release themselves of the payments of benefits whenever they choose. Thus, an employe may become a member of the Association, devote the best part of his life to the service of the Penn. R. R., paying his regular monthly dues to the Relief Department, and then when he becomes aged, and at a time when he most needs insurance, and cannot readily procure it elsewhere, the company is privileged to discharge him, with or without cause, and

deprive him of the insurance for which he has paid. How many members would the insurance department of the O. R. C. have if its laws contained a provision that it could deprive members of their insurance at its pleasure? How many policies would any stock company issue if it contained a proviso that the policies would be forfeited at the pleasure of the company?

The company, however, are generous enough to say in Article 47 that no contribution will be deducted from the final payment of wages to a member leaving the service, except for contributions in arrears. That is, as we understand it, he will not be required to contribute to the benefit fund for the last month in which he is in the company's service. Or, in other words, when the company dismisses an employe, they will give him from 75 cents to \$3.75 in place of the insurance which he has paid for.

Article 66 provides that should any member, or representative of any member, bring suit against any company interested in the Relief Fund, it shall operate as a release in full of any claim from the Relief Fund. We are not at all acquainted with the law in Eastern States, but are of the opinion that this provision would not be sustained in any court in most of the Western States. The article to which Mr. Meade probably referred in his interview with the *Elmira Gazette* is No. 78 as follows: "The responsibility of the Relief Department to any member shall cease from the time he leaves the service—excepting for benefits to the payment of which he shall have been previously ascertained to be entitled by reason of accident or sickness occurring while in the service, and excepting as regards the natural death benefit, for which he may elect to continue to contribute, and for which special application must be made, not requiring a medical examination." That is, a member on leaving the service, forfeits his membership, but he may, by making a new application, become a partial member again if the Department choose to accept the application; if they do not accept, the member is left out. Perhaps no such application would be refused, but it seems to us that it would be more to the point, if the Department does not intend to escape responsibility, to simply say that on leaving the service of the company a member would be provided with a certificate and thereby be entitled to the natural death benefit so long as he paid the necessary "contribution." There are other points that will bear criticism, while as a matter of course there are some commendable features, but the scheme as a whole is not one that the MONTHLY can indorse.

DIVISION 123 AGAIN.

We give place this month to several communications in regard to the arrest of the charter of this Division.

Bro. Richardson, in his communication, mis-states the language of the January MONTHLY. It does not say that it was informed that Mr. Thompson *inaugurated* the system of promoting baggagemen to passenger trains, but that we were informed that such was the practice, and we still believe that information to have been *practically* correct. That there have been exceptions to the general practice, we have no doubt, and certainly Bro. Richardson is good authority, but the fact that Riley O'Donnell was promoted from a freight train does not disprove the assertion that it was not the usual custom to promote freight men. We have only to say that our information on that point came from an employe of the P. R. R. Our information as to the Division being composed of passenger conductors, was obtained from the following language, taken *verbatim* from the circular issued by those members, under date of September 15th: "At the time our charter was arrested, it (Div. 123) was composed of sixty-two members, *all of whom are passenger conductors*," (the italics are ours). Whether the circular of Bro. Richardson is correct, we are unable to say and do not deem it material.

Bro. Richardson then proceeds to give some excellent reasons why a division should be organized at West Philadelphia, the distance being, by his showing, farther than we had supposed from 123. The intimation contained in his letter, and the one from Mr. McDonough is the first time the writer has ever heard the eligibility of the petitioners in West Philadelphia questioned. If any employe of the "Junction," or any other railway, labored under the impression that members of the Order were obliged to violate their employers' rules to accommodate other members, he had a very poor idea of the Order and its objects.

The MONTHLY would energetically support Bro. Richardson or any one else in objecting to any such becoming members of the Order, although, we regret very much to be obliged to say that there *are* a few *members* who seem to be possessed of that opinion.

This matter is, however, all totally irrelevant to the question at issue. A full statement of the circumstances attending the organization of 162 was given in the columns of the MONTHLY in response to inquiries to show the origin of the "Fellowship," and that there was nothing to cover up or conceal about the organization of 162.

Admitting everything that has ever been alleged by any one in behalf of Division 123, it was no excuse for the letter which caused their trouble. Had 123 been wronged in any way, the law provided a way for them to act, but instead of taking that method they write a letter that no gentleman would write to another, let alone those who have obligated themselves as brothers. Had an explanation been asked in a gentlemanly manner, the MONTHLY believes that it would have been given gladly, but since the day of the jolly Falstaff, it has been against human nature to give "reasons on compulsion." Should the MONTHLY receive such a letter it would throw it in the waste basket without reply.

It is possible that we err in charging these men with trying to make a class distinction between the passenger and freight service. We judge from evidence before us and it will take something besides mere assertion to change our opinion on that point. First we have the statement of a freight conductor in the employ of the P. R. R. that it was the impression that any freight conductor who petitioned Division 123 would be rejected. It is true that this impression may have been an erroneous one, but it is little to be wondered at that freight men did not apply if they expected to be "black-balled," and it is not much to be wondered at that they should wish for a division at West Philadelphia. Then we have the statement that all members of 123 were passenger conductors. If there was no idea of distinction, why should they be so particular to state the fact, if fact it was? No objection was made to the organization of a division much nearer to 123 than 162, but whose charter members were largely passenger conductors, as we are informed. And finally, the organization of an association of passenger conductors exclusively, almost before the delegates, who decided the matter of the arrest, had time to get home.

In regard to Mr. McDonough's communication, we wish to say right here that the MONTHLY will not descend to any personalities in the matter. We also have a deep sense of sorrow for our acknowledged ignorance, and try, in a feeble way, to improve ourselves a little occasionally, and hope sincerely that if we are permitted to live a hundred years longer, we shall know more than we do at present.

It is true that the circular uses the language quoted by our correspondent, but the fact remains that they were *not* taken in, and while it may be that worthy applicants would not have been rejected, the further fact remains that the idea was held by many that they *would*.

The MONTHLY is glad to learn that many of the former members of 123 learned in freight service, for it is of those who believe that experience in freight service qualifies any man to be a better passenger conductor than without it.

If a committee waited on the Camden freight conductors to induce them to join Division 123, why was not the invitation extended to the West Philadelphia freight con-

ductors, inasmuch as no objection was made to the organization of a division at Camden, although much nearer than 162?

If our correspondent wants proof that freight conductors thought they would be rejected if they applied to 123, it can be furnished in abundance. If he wishes it to be shown that men subjected themselves to what they believed would be certain humiliation his challenge will fall to the ground as a piece of pettifogging bravado. The MONTHLY has not the slightest doubt but that its correspondent can find plenty of witnesses to prove that Division 123 did not reject men that did not apply. The darkey produced a hundred witnesses that did *not* see him steal the chickens.

In regard to the delegate, over which our correspondent lashes himself into virtuous indignation because it is hinted that they should have sent some one to Louisville, and asserts that "they could not do that." The Secretary of the Division was informed that the case would necessarily be considered in committee, and that any representative of Division 123, or any number of them would have the right to be heard before the committee. This information was not volunteered, because it was thought that Division 123 did not know it, as we had a better opinion of their intelligence than that, but to meet the anticipated excuse which is here brought forth. Further, there is on file in this office an application from the former secretary of Division 123, for a delegate's credential, and members of the Division told a member of the Order before the session at Louisville, that "they were not going to send any one to Louisville because the — — — in the office would not send them a credential." It is also said that the funds of the Division were tied up in the hands of a custodian, but it has come to us in the way of a rumor, which we give for what it is worth, that there was no money in the treasury at the time of the arrest.

The MONTHLY did not make any charge of untruth in regard to the circular in the former editorial because it did not know that it was *untrue*. Bro. Richardson makes a statement which would indicate that a part of the circular was not strictly true, and the MONTHLY is now prepared to say that in one instance it is not true. It says that the officers who organized the Division at West Philadelphia, "rode into Philadelphia by the courtesy of our members, *talked to them about the Order, and welfare of our Division, but never mentioned one word as to what they were coming for.*" Bro. C. A. Wood organized the Division. He went into Philadelphia in the sleeper, and did not get out until the train reached the station and the Conductor had gone, consequently did not talk to him or even see him.

The Editor, with all his ignorance, understands the meaning of the word "snob," used it advisedly, and repeats the language with emphasis.

A man, no matter who he may be, who, because he is employed as passenger conductor thinks himself too good to associate with those employed on freight trains whether as conductors or brakemen, is unworthy the respect of all good men and true, and we sincerely hope that all such, if there be any, will leave the ranks of the Order. Out upon such snobs, say we. If he behave himself and tries to do his duty, no matter what his position, "A man's a man for a' that."

It is a well known maxim that "Ignorance of the law excuses no one," and our correspondent is perfectly correct for condemning the Editor in regard to these things occurring in Philadelphia, and which he must in a great measure learn "second-hand."

A common saying, also, which has almost become a proverb, is "A man is not to blame for what he don't know," and permit us to add, that neither is a division of the Order, no matter what opportunity they may have had for learning, at this seems to be the standpoint of our correspondent. The delegate from 123 to Boston can undoubtedly inform any one interested why he was admitted there before the account of the Division was settled. If he cannot, the MONTHLY will take pleasure in doing so. The fact that the Division had the law governing charging and collection of grand dues, and could

have known in regard to it had they taken the trouble, is, of course, no valid reason why they should *not* be surprised to learn that such were due, six months or more after they should have been paid.

We will now suppose that Bro. Richardson is correct in his statement in regard to the membership, and that there was one member who was a freight conductor, and just now we wish to say that from a personal acquaintance with Bro. Richardson we believe his word to be thoroughly trustworthy, and shall accept without hesitation any statement made by him on his personal knowledge, no matter how much we may differ with him in opinion. When the "Fellowship" was organized, which, as our correspondent explains, was simply with a view of utilizing a fund on hand, why was Mr. Keech excluded if it was not a class organization? Was not his interest in the beneficial fund of 123 as great as that of any other one member?

The "Fellowship make no solicitations for membership," but a circular on our table, dated November 22d, from this "Fellowship," and which has been pretty widely distributed, reads, "All passenger train conductors are invited to join us;" the MONTHLY, therefore, wishes to offer an humble apology for another exhibition of its ignorance, withdraw the word "solicited" in the January number, and substitute "invited."

Our correspondent alleges that there are many communications and conversations which the G. C. C. refuses to allow them to make known. If there is anything of this kind it is news to the MONTHLY, as this is the first intimation we have had that there was anything of this kind. Inasmuch as the G. C. C. is now absent from the office, we are not prepared to say positively that there was not, although we are inclined to doubt it. The G. C. C. may reply to this in person. It is a notable fact that the arrest of the charter of this Division was indorsed by the Grand Division by a practically unanimous vote, at least five-sixths of the members present voting to sustain it.

With this, we dismiss the matter of 123 from our editorial columns and shall not recur to it again, unless some new evidence is produced. We shall, however, give space to correspondence, but request all to be as brief as they consistently can.

THE CONDUCTORS' BROTHERHOOD JOURNAL.

A monthly devoted to the interest of the *Railroad Conductors' Brotherhood*, edited and published by G. Z. Cruzen, G. C. C., is what we copy from the title page of a publication of which nearly all members of the Order have heard, but which few ever saw and for Nos. 1 and 2 of Vol. 1 of which we are under many obligations to Bro. H. H. Hoyer, of Division 177.

They are the first copies that the writer ever saw, although a member of the "Brotherhood" from January, 1875. The *Journal* is a book of 32 pages, about the size of the *Engineers' Journal*, and in its make-up was evidently modeled after that publication. It gives the address of four divisions—Wyoming No. 5, Eureka No. 7, Crestline No. 8 and Wayne No. 23, and not one of the four now remains. In the February number we find the address of twelve divisions—Amboy No. 1, Buffalo No. 2, Altoona No. 4, Wyoming No. 5, Berkley No. 6, Eureka No. 7, Crestline No. 8, Elmira No. 9, Allegheny No. 11, Gate City No. 22 and Wayne No. 23, all of which have given up the ghost, except Nos. 2 and 9; they are both alive and prospering. In the list of officers we find some familiar names: First, T. J. Wright, C. C., of Amboy No. 1; M. A. Shattuck, R. S. (Recording Secretary, Divisions then having a Recording and Corresponding Secretary), of Buffalo, No. 2; Wm. F. Falkiner, C. C., and C. M. Kishpaugh, A. C. C., of Wyoming No. 5; O. E. Parsons, C. C., and A. H. Perry, A. C. C., of Elmira No. 9, and J. C. W. Long, C. C., of Wayne No. 23.

Mr. Cruzen, who, as all who know anything of the history of the Order are aware,

was expelled from the Order, then Conductors' Brotherhood, for fraud, by the Grand Division at its session in Atlanta, Ga., in November, 1875, displays remarkable ignorance of the organization of which he was the head in an editorial on the "Origin and Progress of the Conductors' Brotherhood," though otherwise the *Journal* was a fair representative of a young and growing association, and in literary ability Cruzen was considerably in advance of the present editor of the *Journal's* successor, and had he been a honest man, the history of the Brotherhood would have been different. The troubles consequent on his actions and expulsion being the direct cause of the death of many Divisions, a great number of members became disgusted and withdrew entirely, holding themselves aloof from the organization and its successor, the Order, though many of them have become convinced that the conduct of any one member did not necessarily contaminate the whole and within the past year or so have connected themselves with us again. The writer does not now recall how many numbers of the *Journal* saw the light. It perished soon after the first issue, but as was proven at the trial of Cruzen, was, financially, very successful for its editor, who pocketed a large sum paid by subscribers.

STRIKES.

There is no doubt as to the position of the Order of Railway Conductors on the question of strikes, and it is not for the purpose of stating that position that the above caption is written. It is well known to all who are at all acquainted with the Order and its history from its earliest organization as the Conductors' Brotherhood to the present time, that it is opposed to strikes, and obligates its members not to engage in them. It is asserted occasionally that this stand is taken simply as a time serving expedient, and that as soon as the Order became strong enough, the mask would be thrown aside, and the Association take its stand with others whose principal object is to strike. It is possible, even more than probable, that this idea has been entertained by some few of its members. If such be the case, they would do well to disabuse their minds of the idea, and either decide fully to give the principles of the Order their firm support or withdraw and connect themselves with an association that represents the principles in which they believe, for the Order will never change this plank in its platform. Even those in the last session of the Grand Division who favored striking out the "strike clause," did so not because they were in favor of strikes, but because they believed it would be better to leave the matter to each individual hereafter. In the ballot on the test questions of the sixteen who voted in favor of the resolution, two stated that they voted against their convictions, while of the remaining fourteen there is not one who believes in strikes or would engage in one if free to follow his own convictions, if we are correctly informed, and a large majority of the sixteen represented constituencies that are opposed to strikes, but thought that obligating themselves to follow their convictions, might in some instances operate to their disadvantage. The record of the last three months should convince them of their error in that respect, during which time the Order has taken up grievances, and requests of its members, in each case with a leading trunk line, and in each case they have obtained all that was asked, and two companies publicly proclaim their intent to give preference to members of the Order.

We are led to this article by the seeming epidemic of strikes at present. Business of all kinds is dull; in many branches almost at a standstill, and there are many unemployed men who are willing to work at anything and for any price that will enable them to keep the wolf from the door, and to the MONTHLY, it is no wonder that wages are in some cases reduced, and that in others they are not advanced. It is, however, a great wonder that particularly at such a time, men who have situations will strike. Here in the city of Chicago we have the spectacle of men with families de-

pendent upon them, willing and anxious to work to keep their loved ones from starvation, either entirely prevented from working, or their lives placed in jeopardy by other men who will not work themselves or let any one else if they can prevent it.

When the first railway was projected in England, it met with strenuous opposition, the engineers sent out to locate the line being in many cases assaulted and driven from their work by farmers and teamsters, and one of the principal objections was, that it would destroy the business of teaming and make horses valueless. Not the locomotive only, but every important machine ever placed in use has met with more or less opposition and on the same ground, that it would displace manual labor and thereby reduce wages and result to the detriment of the laboring class. In every single instance this theory has been disproved in practice.

Maxwell Brothers, a firm of box manufacturers, placed in use a nailing machine whereupon their employes strike, and although plenty of men to fill their places were anxious to work, they could only do so by taking the chances of being dangerously beaten, and one Jacob Barth has paid the penalty for the infamous crime of trying to support his family by doing whatever he could find to do, with his life, his death resulting from being shot by strikers who assaulted him while he was at work. A striking commentary on our boasted "land of the free." Finding that they could not prevent these men from working by the use of force, they try a new tack, and the society of which they are members, attempt to "Boycott" the Maxwells and all who use boxes made by them. That is, they request people not to buy or use anything manufactured or sold by any one that buys boxes made by the Maxwells'. Baking powder is in universal use and the manufacturers of Price's Baking Powder use boxes made by the "Boycotted" firm. The strikers assert that the use of the objectionable machinery will enable the makers to reduce their wages and thus make boxes cheaper, which is undoubtedly true, but if so, competition would soon reduce the price of boxes to the consumer, and the result of this competition would be so far reaching in its final effect that it cannot be fully traced. It would eventually result in the cheapening of many articles to the consumer, and to enable the score or so of men to retain a few cents a day on their wages we are asked to aid in compelling millions of consumers to pay a higher price for baking powder for instance, than will be the case. Of course we are aware that these effects will not follow immediately, but their coming is none the less certain, and this quarrel between employer and employe over a nailing machine, is one of the factors in our progress. The battle has been fought over and over again, and the end is always the same. No man or body of men can stay the onward march, though it may be checked for a time.

The argument is often advanced that a man that will take the place of a striker has no brotherly feeling for his fellow man, and it is looked upon as a crime by many, to do so and to any who do, the various epithets of "scab," "rat," "ham" and many others are applied, and a few years ago existence was generally made very unpleasant for them.

The writer has labored hard for fifty cents a day, and would do so again to-morrow if it were necessary rather than either see those dependent upon him go hungry or starve himself, and he would not hesitate in the least to take any striker's place, no matter who that striker might be, unless deterred by fear of bodily injury.

While employed as a conductor he was asked once if in case of a strike of engineers, he would run the engine to the terminus. The reply was that he most assuredly would, unless prevented by force, when the questioner retorted in the following language: "You are a pretty Brotherhood man, and there is not much brotherly feeling about you, if you would take the bread out of the engineers' mouths in that way," and this is the common sentiment among "strikers." There are five or six employes on every train, and when the engineer strikes, he stops the pay of four or five of his co-laborers. He receives, let us say, \$100 per month, but is not satisfied, and strikes for a little more. The fireman

receives \$60, the conductor \$75, and the brakeman \$50. As is often the case, the brakeman and fireman have as large families as the engineer, and need to work every day to make both ends meet; perhaps through sickness or misfortune they are behind, one of them may be straining every nerve to make the next payment on a little home, and if it is not made the savings of a life-time will be swept away. The engineer strikes; he is not taking the bread from these mouths. Oh! no! He is fighting for his "rights" with a "soulless corporation," a "grinding monopoly," but if one of the four or five takes his place, he is a "scab," a "robber" deserving of severest reprobation.

This illustration of a train crew is used simply because it will be readily appreciated by railway employees, and because the actual occurrence of the dialogue suggested it. It applies equally in any case and might be followed much farther in its effects. The Brotherhood of Locomotive Engineers is one of the best organizations in existence, has accomplished much good in the past and will accomplish more in the future and a difference of opinion on the strike question is no reason why we should not work in harmony with each other. Usually the engineers are conservative in their action, and we are surprised to observe by press reports that they are taking an active part in other strikes, vide the following:

The aid of the Brotherhood of Locomotive Engineers has been enlisted to enforce the demands of the Troy molders. The engineers of the Hudson River railroad refused to shift several car-loads of Fuller & Warren's stoves, which were upon the side track at Troy and, backed by the Congress street toughs of that city, prevented the shipment of the stoves.

The Brotherhood of Locomotive Engineers has decided to contribute 75 cents a head to the support of striking cigar-makers in New York.

We are inclined to doubt the reliability of the items.

As a sort of a moral we quote a few sentences taken from the daily papers, merely premising the first with the thought that an able man cannot have much manhood in his composition, who will sit down and live on charity, when there is work to be done whether it be in consequence of a strike or anything else. The writer would prefer cents earned by the hardest kind of toil to dollars from charity, and he is one of those who would like to enjoy the pleasure of riches as well as the next, and freely confesses to more than his share of "constitutional weariness."

MOUNT PLEASANT, PA., Feb. 2.—[Special.]—The strike will soon be ended, as the strikers are dependent on aid from citizens for their maintenance. At first the latter gave liberally, but are now becoming tired.

The boycott threatened by the Knights of Labor has not affected the business of the firm, and it now looks as though the only sufferers from the contemplated boycott will be the Knights of Labor, who are being called upon to support the idle men who voluntarily quit work at the Maxwell factory.

PITTSBURG, PA., Feb. 2.—The great strike in the coke regions is likely to cause a coke famine. It is estimated both by operators and consumers that the supply on hand will not last at the most over ten days, and at the expiration of that time, unless the strike is broken and the men resume work, furnaces will have to be banked, rolling mills stopped, and thousands of men all over the country be thrown out of employment.

The magnitude of the strike, of the number of men whom it affects, and of the hundreds of thousands of dollars that will be lost to working men, cannot be estimated.

About six thousand people, men, women and children, are concerned in this strike, many of whom are now suffering from cold and hunger.

The action of the strikers in refusing to dig coal for the engines is acting as a boomerang, the operators having retaliated by refusing to allow the strikers to take any coal from the bins, and in a few days there will not be a hundred families in the whole region, who will have coal enough to keep one fire burning. Coke cannot be burned, and there is no wood to speak of in this region, so, with millions of tons of coal in the pits waiting to be dug, the operatives will have to freeze and go without food.

SPRINGFIELD, ILL., Feb. 3.—Little Eva Saunders' life was blighted last summer by a fright occasioned by witnessing the attack of a mob of striking Wabash shopmen on her father. Convulsions resulted, and finally overthrew the child's reason. The decision of a jury to-day that she is insane will give the Jacksonville asylum a 10-year-old inmate. This is the second case of insanity directly charged to the Wabash strike in this city.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

WM. P. DANIELS, Editor.

TICKETS.

Division No. 86 held their second annual reception and ball a short time since. A very pleasant time was enjoyed by all who were fortunate enough to be present. Among those who received an invitation, was Mr. A. B. Bedell, a manipulator of the punch for about twenty-five years, but who is now in the hardware business. Mr. Bedell, being unable to attend, inclosed the price of the ticket with the following response to the invitation:

Dear boys, your invitation came,
I read it through and through,
To join the O. R. C.'s up north,
And have a time with you.
You put it down, if I'm not there,
I'll try the best I can,
To climb the grade and reach the port,
And join your happy band.

For many years I wore the badge,
And back and forth did go;
Helped on the girls, called "All aboard,"
Way down in Ohio.
And after 20 years of this
I want to join your crew:
But Wheaton says it can't be did,
By any way he knew.

The reason is I've left the road,
And settled down in life;
And one to join must be "on deck,"
And in the midst of strife.
I feel too old again to mount
For any length of time,
The hurricane deck and take my chance
Up in this frigid clime.

But, boys, my heart has ever been,
And ever still will be,
Closely allied to R. R. life,
And every one of thee.
And when at last my days are o'er
And they will call my hand,
I hope we all again will meet
In that bless'd happy land.

And if, by chance, the rail is bad,
Or wind don't fill my sail,
Some good old soul will "couple on,"
And sprinkle on the rail
Some golden sand, and drop her down
And "pull her open wide,"
We'll reach our home, and safe at last
Beyond the ebbing tide.

So find inclosed my tally sheet,
And also find this slip,
For all the fares you find therein,
Is all I've got this trip.
I know it don't amount to much,
But like the widow's mite,
Just take the will, boys, for the deed,
I bid you all good-night.

Jan., 1886.

DEAR MONTHLY:—My short duration as a member of the O. R. C., rather behooves me to rally my thoughts together and inform our brother lodges that Creston Division No. 21, is still prospering and continuing to increase, with new members nearly every meeting. Let us, therefore, exhibit enthusiasm, and avail ourselves with persuasive entreaties and entice all worthy conductors to join our firmly established and noble frater-

nity, that they may mingle with us and work with fidelity and unimpaired motives to enhance the prosperity of an estimable, beneficent and substantial organization known as the O. of R. C.

The exceedingly dull times throughout the country is becoming distressing, and when railway employes feel hard times is something unusual, therefore let us be prudent and live in hopes that the railway servants who officiate in the transportation of traffic, will be enabled as they have heretofore to recall those days of prosperity.

Let us, as brothers, try and become more fascinated with the cause which we have sworn to protect and uphold, and enrich it by displaying many beneficial methods that will modify and embellish our excellent Order. Be diligent in all our duties, whether in or out of the Division room, and always show a willingness to attend the meetings of our respective Divisions whenever it is possible to do so.

Now, brothers, I would suggest to you for your interest, that every one in you subscribe for the interesting and valuable CONDUCTOR'S MONTHLY, and do not put it off any longer but send for it immediately and keep yourselves posted in the good and wise teachings contained therein.

Let us strive to pull together, and let determination of spirit possess each of us and enrich us with untold happiness, and teach ourselves to evade, resent on every hand and cause peace and harmony to prevail throughout the land; and with raptures undefiled, rise our army to move onward with firm and unsullied hearts, always assisting whoever may be in distress, and show a helping hand in whatever may be the troubles of a worthy brother. And as time speeds away let us not forget the ties that bind us while we are occupants of this mundane sphere.

And the world may look upon us as a moral class of men consigned to do anything and everything for the comfort of the traveling public and show implicit respect to all mankind, not forgetting to put our trust in the Almighty Conductor who has the power to exonerate each evil mind and heart, and inspire us with ambitious hopes aided with His transparency to guide us perpetually, and invest us with brotherly friendship.

Yours in P. F.,

SATELLITE.

ROCHESTER, N. Y., Jan. 11, 1886.

EDITOR MONTHLY:—Hearing complaints from members of Division No. 8 that nothing appeared in the columns of the MONTHLY from the correspondent of our Division, I beg leave to say a few words. Our Division is very thrifty, and much interest is taken by the members. We now number seventy-eight in good standing; two more are elected, and one is waiting for promotion. Our meetings are well attended in our very comfortable hall. Some of our most regular attendants having left the service of the roads on which they were employed, makes some vacant chairs in our room, as they have gone to look for situations elsewhere, or as Bro. Treadway puts it, "Am now getting acquainted with my family."

Bro. Bassett is prospecting in Florida (am afraid his oranges are frozen.) Bro. Alexander has gone into business in Rochester, with very flattering prospects. Bro. Cross, I understand, is going into the dairy business at Cuba, N. Y., at least he was seen buying a pair of sheep-skin mittens a few days since, and in reply to the query, What are you going to do with them, Capt.? he said, Milk the cow. Bro. Shults is now stopping in Attica; don't like this very well, as his home is in Rochester, but the new time-table makes many changes which are not very pleasant for the train men, but we shall soon get used to it. Bros. Spelman and Keysaur are likely to have a new run, as the N. Y. C. will hardly run their trains to

two depots in Rochester. Bro. Miles is very much pleased with his new run, the "Valley train;" he has no use for anything on the Main Line now, and I understand he seriously thinks of getting married; that's right, Ed., am sorry to have you leave me alone, though. The boys are all making full time now, and are correspondingly happy. Prospects are good for a lively business this spring.

A dance, under the auspices of Division 8, is now the leading question. Shall we, or shall we not? If we can make a little money to add to our little amount in bank, yes; if not, no. Again, shall we ask too much of our friends after liberal patronage on two excursions for our benefit the past summer. We are not on a new road, but "look out." We want the advice of Bros. Vandenberg, Phillips, Spelman, Shults and some others who were not present at our last meeting; come in and talk matters over that we may move understanding each other, and with wisdom. Bro. Phillips has an important duty to perform for the Division, too; better lay off a day, Dave, and attend to committee business.

Bro. Nash surprised us very agreeably last meeting by his attendance Glad to meet you, Ed. Bro. Clark says the minutes are ready at any time I told you so. I hope no more will be said regarding your correspondent by Division 8; think this will settle the bill for all time.

In P. F.,

ORANGE.

PROVIDENCE, Feb. 4, 1886.

DEAR MONTHLY:—It is some time since I wrote to the MONTHLY, but I have not forgotten that there was such a paper in existence. Since writing I have had a vacation, and used it in visiting several portions of the South and West. I met several of the Brothers on my journey, more especially in the West. I was accompanied by my wife and we were very finely treated. Among those whom it was my good fortune to become acquainted with were Brothers C. S. Bennett, of the Alexandria and Fredericksburg R. R., J. A. Oldham, of the Philadelphia & Reading, and L. E. Sheppard, of the West Jersey R. R. We were very finely entertained by them all. Brother Sheppard and wife accompanied us from Washington to Philadelphia, they having just returned from their wedding tour. I noticed the Order was very strong, in the West especially. The most pleasant part of our journey was over the Lehigh Valley, where we witnessed some very fine scenery. Although rather late in the year, my wife and I went over the Switch Back. The scenery was magnificent. It will amply pay any one to take the journey who has not done so. Our intention was to go to Wilkesbarre, but time would not allow us the privilege.

Brother Flagg, our Division Delegate to Louisville, informs us he was very nicely used; and I have failed to find any one but what tells the same story. We want to have a chance to reciprocate, but the old story is, you know, "It's a long road that has no turntable." Our Division can still hold its head up without blushing. Since my last letter we have gained two I think, and still have more in view with prospects of swelling our ranks. We have a worker for Chief. Our second annual ball came off on Thursday evening, the 28th. It was well attended, and was pronounced by critics the Ball of the season. It was a success socially and financially. We sent several invitations abroad but failed to see many of the Brothers. We have lately moved into the lodge room of North Star Lodge, O. of O. F. Everything is new, and we enjoy ourselves very much. Hoping to see many of the Brothers East soon,

We remain,

Yours in P. F.,

PROVIDENCE DIVISION, No. 157.

EDITOR MONTHLY:—I am still running a train for the Panama Railway Company. Have had splendid health since I have been here, in fact, the health in general on the Isthmus is good. We are having a dry season now, and the trade winds have commenced to blow. There are a number of conductors (new arrivals) here looking for jobs. This is a bad time of the year to strike a job on the Isthmus; men generally stay pretty well during the dry season. The rainy season will commence again about the 1st of April. I am going to try and hold out next wet season on the Isthmus if I don't get discharged before then. There are a few O. R. C. men here. We had a change in superintendents a few days ago; he may make some changes, but generally a conductor has to commit some very great offense to get discharged. The French are still working away at the canal with a large force of men, but making slow progress.

S. P. M.

AVON, N. Y., Feb. 7, 1886.

EDITOR MONTHLY:—Mr. George W. Conklin, Assistant Superintendent of the Rochester Division of N. Y. L. E. & W. Ry., was on Saturday evening, Feb 6, presented with an elegant gold watch by the employes on this Division. The presentation was made by Mr. W. S. Newman, who referred to the high esteem which the donors have for Mr. Conklin, who has earned it by his ability, uprightness and integrity, who has at all times endeavored to deal justly with all his subordinates, and who has truly earned the good wishes of all who have come in contact with him in his official duties. Mr. Conklin was equal to the occasion, but acknowledged that it was the hardest place to get out of that he had been in during thirty years of railroading. Mr. Conklin is about to sever his connection with the "Old Erie," for a much better position in the West. The earnest wishes of the employes of the Rochester Division for his complete success in his new field of labor will attend him, and wherever he may go, the men holding positions under him may rest assured that they will be treated with a spirit of fairness and justice.

Our new Superintendent, Mr. G. W. Bartlett, has made a very favorable impression so far, and is very highly spoken of by all who have heretofore known him. We guarantee the earnest support of all to him, and trust that the Rochester Division may prosper under his management.

In P. F.,

S. O.

ST. LOUIS, Feb. 8, 1886.

DEAR EDITOR:—The January issue of the MONTHLY just came to hand. I see I was too late for my contribution, so will add a little more, as some changes have occurred since in the passenger service on the Ohio & Mississippi Road. All Passenger Conductors on through trains now run through St. Louis to Cincinnati and *vice versa*. As the conductors are almost entire strangers to the Divisions, they are not used to running, and some amusing incidents have transpired. One I must mention on Bro. W. McCullom, of Cincinnati Division No. 107. On arriving at Main Street Station, St. Louis, after exchanging passengers, he gave the signal to go ahead. As the engineer did not pull out, Bro. Mc. supposed something was wrong, and walked toward the engine to investigate; the gates being open where the passengers go down stairs, he walked out. Engineer got the block all right, pulled out in a hurry, Bro. McCullom found himself fenced out, as the gate-keeper had closed the gate on him.

We have a lay over of twenty-four hours at each end of the road. It will keep us away from our Division room on meeting days. As St. Louis Division has decided to give a ball at Leiderkranz Hall, corner of Thirteenth street and Choteau avenue, on the eve of March 4, I consider the change in our runs quite a drawback to us.

The money derived from the ball is to be given to needy members of our Division. All are cordially invited to attend. The tickets are not ready yet. By the way, that

calls to mind a letter received from Bro. J. D. Nelson, a member of Division 263, who is now at Las Vegas, New Mexico. He is but very little better than when he went there. He is the brother mentioned in the circular sent by St. Louis Division No. 3, to all Divisions of the Order, asking aid for his benefit. The following Divisions responded, viz.: Nos. 110, 101, 63, 18, 11, 39, 112, 149, 67, 109, 178, 146, 85, 167, 30, 159, 40, 22, 163, 60, 118, 130, 141, 14, together with a contribution from Bro. C. S. Wheaton, G. C. C. The amount raised in full was \$141.60.

I was selected as trustee of the fund, and last week forwarded him by P. O. Order the amount. I have not heard from him since, but expect a letter soon expressing his gratitude in a fitting manner.

Since writing you I am happy to say that our attendance has increased, both as to our own members and visitors. To all I extend a hearty welcome. There are some members of No. 3 that have not been in our own Division room since I have been a member. I hope they are regular attendants at some other Division; if not, and are not able to work your way in, come and we will assist you. Will then try and interest you so you will want to come. Don't forget your obligation. We have by-laws and they require of you a certain attendance. Every member who has the interest of the Order at heart should subscribe for the MONTHLY. I am glad to see so many members of No. 3 coming into our Insurance, especially the new members. I have several requests for blank applications.

EDITOR MONTHLY:—A communication from Emporia Division, No. 11, was sent for January issue but was not printed. Our Division is prospering, having a membership of about sixty-five. Our meetings are always well attended, and all present, each and every one, are anxious to do their share, knowing it is to their interest and the welfare of our Order to do so; and therein lies the secret of our success. A great many of our members are running on branches, and are so situated that they cannot attend regularly, and some are on runs that are so arranged that they cannot be here on meeting days. But, notwithstanding those drawbacks, we can always furnish plenty members to have good meetings. Bro. J. C. Weeks is doing "the punch act" on Kingman passenger run, and Bro. W. H. Wood on the freight Kingman to Wichita, both crews lay over at Kingman. Bros. Woolheater, Landon, and Wilcox are on Caldwell branch, with headquarters at Newton. Bro. D. D. Myers is on Arkansas City branch, with headquarters at Arkansas City, and Bro. Jas. Sullivan is on St. L. F. S. & W., with lay over in Newton. Some of our members get a lay over in Kansas City and Topeka instead of Emporia. Business has been very light here for the last five weeks on account of snow blockades, but is now rushing, and every one is happy. I would like to see all Divisions represented in our Magazine every month, with their little piece from the different correspondents, thereby making it interesting to our readers.

Yours in P. F.,

J. C. W.

ASHTABULA, Feb. 7, 1886.

EDITOR MONTHLY:—Div. 73 still lives and in flourishing condition, with Bros. Robt. Bigcraft and J. Vanepps still at the wheel. But it has been a long time since we saw her name mentioned in the MONTHLY, but shall do better in the future. Business pretty good on the roads running out of Ashtabula, and the Brothers all feeling good and we hope these Brothers of Div. 123 will see their mistake and see that freight conductors are not so far behind them as they thought, they all took the same obligations, and should use them the same, in the most brotherly manner; which would throw all of these unnecessary words off in darkness forever, which is the aim of the Order, to help one another and it is the hopes of all that they take all such thoughts back, and be one of the first Divisions to

take a freight Brother who has toiled many a hard night to reach the station where he now stands, by the hand and say, come in, Brother, and get warm, we are comfortable in here, you can make yourself the same, and it is with pleasure that we ask you in. Now, how much better it would be for all to do this; and a Brother who uses these words will surely hear them repeated some day when he is out in the cold. All have a day of joy and a day of trial. We are glad to see new divisions springing up once in a while; it makes a great deal of good feeling among all Brothers to see new ones coming in at all times. Ash-tabula Div. 73 always has an easy door to open into the room of joy, where it is with pleasure we meet, and always welcome strange Brothers who have the opportunity to call in and see her. Bro. Lockwood has hold of the string that opens the outer side door, when alarm is given, which he always attends to, and glad to see a strange face, as well as those of 73. He has not been attending the latch very well lately he has been instructing a new conductor at his house, who arrived on Jan. 10, 1886, on special, but will be on hand in future. It is pleasant to get the MONTHLY and scan its pages, to hear of our well Brothers, and our Brothers who have had the misfortune of getting hurt and may be killed. It is always very touching to find some of our old heretofore partners, but now miles apart, getting hurt or killed, and it takes Bro. Belknap to write word to fetch these scenes home.

Yours in P. F.,
PHIL. C. LOCKWOOD.

PHILADELPHIA, Feb. 15, 1886.

MR. EDITOR:—As one of the minority who, at the last meeting of Philadelphia Division No. 123, voted to withdraw that now famous letter, I claim and wish to exercise the right of replying to your editorial in the January number of the MONTHLY. Not that we feel in any way aggrieved, but more from a deep sense of pity for the ignorance you have displayed in dealing in this matter, of all the questions in dispute, or if not ignorance, a deliberate attempt to cover over and hide the true facts of the case. It is well enough Mr. Editor, to speak in general terms of a case in dispute and to make charges, but when you condemn and pass judgment upon those charges you are not only doing an injustice to the accused, but to your own intelligence.

It is a well settled fact in law and equity that all evidence of a purely circumstantial character must be fully established and corroborated, or the case falls to the ground.

There are certain charges that you make, and I, on behalf of Philadelphia Division, challenge you or any one else to produce one scintilla of proof to sustain those charges. I will deal with them seriatim:

We are first charged with "class distinction," "that it was an open secret that no freight conductor need apply for admission to No. 123."

In answer to that charge, I would call your attention to the following sentence in our circular: "We were both able and anxious to take into our division *every conductor* running into Philadelphia, who was worthy to become a member of the Order." Does that look like "class distinction"? Out of a membership of 62 when our charter was arrested, very nearly one-half of the members and five out of the seven officers of the division were graduates of the freight service, men who have been in constant service for from five to thirty years, and have held positions from that of crossing flagmen up the grade till they had reached their present positions of passenger conductors, and who are not ashamed today to admit from where they started.

Then again, before the division was organized in Camden, even before they had made application for a charter, a committee from Philadelphia Division 123 waited on them to try and induce them to come into our division, although we knew at the time that there were freight conductors among them, who were anxious to become members. Again I ask the question, Does this look like "class distinction"?

Mr. Editor: The members of No. 123 took the same obligation that you did, and we have felt its binding force; we vowed to stand by and live up to the constitution and laws of the Order, *and we have done so*. By that constitution we are not allowed to discriminate in regard to whether an applicant is a freight or passenger conductor, and I defy any one to come forward and say that they have ever been kept out of the Order by No. 123, because they happened to be a freight conductor. Now then Mr. Editor, give the names of those members of the Order who have made these charges, and let them over their own signatures, give the proofs. Let them show but one case of a freight conductor being refused admittance in our division, and our whole case fails. We are waiting for some one to speak.

We are next charged with trying to influence the delegates to the grand division to act unfairly upon our case; such a charge is a reflection and an insult upon the character and honesty of those members of the Order who represented their division in the grand division, and those whom they represented. Are we open to that charge for presenting our side of the case? Which we feel assured was true, and we have no knowledge that the facts, as set forth in our circular, have ever been contradicted, or that Calvin S. Wheaton has ever denied any of the allegations contained therein. We are condemned for sending out our circular. What else could we do? When we were told by Mr. Wheaton, the night that he arrested our charter, in answer to my question as to whether we could send a delegate to the grand division to represent us, "*That we could, but that our delegate would have no status, and could take no part of the proceedings until our case had been adjudicated, when, if our charter was restored to us, our delegate would be admitted.*" Could you or any one else in their right mind and possessed of their senses ask us under these circumstances to send a representative from our division, "*cui bono.*" To lie at the gate like Lazarus and wait for the crumbs which fell from the table? No, no, gentlemen, we could not do that! Then again, the money of the division had been tied up and placed in the hands of a custodian with all the other property of the division, and we were told by Bro. Wheaton that we could not hold division meetings, nor transact any business, while our charter was under arrest; such being the case, how could we elect a delegate, and where was the money coming from to defray his expenses? I, for one, was most vigorously opposed to taking money out of my pocket for the purpose of sending a delegate that could, as we believed, be of no earthly use to us, as we had no assurance but that our case would be put off until the last day and hour of the session; such being the case we had but one way of reaching the members of the Order, and that was by our circulars, and if there is anything untrue in that circular, why don't you deny it point blank, and not try to detract attention from it by throwing mud and calling names like a school boy?

Mr. Editor, are you aware that Worcester defines snob as "a vulgar upstart"; have we, either as a body or as individuals, ever given cause for your using that term in connection with us; if so, we would like to know when? We are very willing to place our letter alongside of your editorial in the hands of all well meaning and honest conductors, both freight and passenger, throughout the country, and let them decide who has used language to be apologized for and withdrawn. Our circular was written, or at least the letter part of our circular while we were smarting under an indignity, while your editorial was written with cool, calm deliberation, and there was no call for your using the term snob whatever.

We are charged with being back in our dues to the grand division. That charge we admit, but in justification we plead cause:

When we were organized we paid what we then thought was a full settlement of all claims upon us, and did not know differently until our secretary and treasurer, finding that your accounts and his would not agree, wrote repeatedly for a full statement from you of our standing with the grand division, which you finally sent him after a lapse of

several months, when he found that we had been charged a per capita of \$1 on each charter member for initiation and promotion, while we were under the impression that our charter fee covered all that, and did not know any different until we had received your statement fully one year after we were organized. Now, Mr. Editor, if that was cause sufficient to keep us from being represented in the grand division at Louisville, why, may I ask, was the same point not raised at the convention in Boston. *We owed that money then according to your statement.* The above accounts for \$60 of the \$90 due the grand division, the other being, as I think, for supplies furnished, etc.

Now for the fellowship, before the disorganization of Philadelphia Division there was a fund created for beneficial purposes. Upon the arrest of our charter, we decided to maintain our organization, with that fund as a nucleus, as a beneficial association which was to be purely local in its character, as we were perfectly satisfied with our local branch, but at the earnest solicitation of our numerous friends we decided to make it a close beneficial order. Have adopted a constitution and by-laws, and will soon make application for a charter. We make no solicitations for membership, but will extend the right hand of fellowship to all. For the members of the O. R. C. we still retain that respect that we have always had, which is unbounded, but for its G. C. C. we must say that by his actions in our case he has forfeited all right to respect from us. He alone knows the nature of the many communications and conversations had with certain of our members, and which he refuses to allow them to make known, which is at best a very strange proceeding upon the part of one who, as you say, "endeavored in every way to arrive at a satisfactory solution of the difficulty." If it was proper as Bro. Wheaton said, "That our secretary, our C. C. and our delegate to Boston, and he (Bro. Wheaton) understood one another," then why was Philadelphia Division not allowed to understand the matter in the same way?

Yours truly,

CHAS. E. McDONOUGH.

RICHMOND, VA., Feb. 9, 1886.

EDITOR MONTHLY:—I will give you a few remarks about Richmond Division No 152, if you can find room for them. Our Division has some thirty-seven members on its roll with several petitions to be acted on. All the brothers are in good standing and attendance is good whenever the boys are in the city. Every member takes great pride in the Order and works devotedly for the good cause. Bro. T. N. Dickson has returned from the Sunny South where he had made a flying trip. He says the geese might fly South in winter, "but he one," would remain a little farther North, as he was very much afraid of his good health. He is a noble-hearted boy, and he is life for our Division when present.

We are sorry to learn that Bros. W. M. Taylor and J. T. Johnson expect to leave us. They are going South to try their fortune; I hope they will be successful, as they are jolly good boys, and will make friends wherever they may stop. We will miss them so much in the Division as they have taken so much interest in the Order. Brother Johnson has been our Division Secretary and Treasurer ever since the Division was first organized, and he was a good one too. He always provided well for the Division. He was also our delegate to the Grand Division. We will miss Bro. Johnson very much.

I have often wondered where our correspondent, Bro. R. S. Brock is. I never see one item in regard to our Division in the MONTHLY. I was afraid we might be left out in the cold, so I thought I would drop you a line or so, to let you know that we are still alive and striving hard to get along, and it would be right to let all hear from us. We are not ashamed; we are increasing rapidly, and it would be a pleasure to every member of the Order to know how our glorious Orders are growing through the world. Hoping that all our humble efforts will prove successful,

I am yours in P. F.,

G. W. TAYLOR.

EDITOR MONTHLY:—In reading over the December number of the MONTHLY I notice an article headed "Gould and Employees" from the St. Louis *Globe-Democrat*, in which Mr. Gould says there never should be a labor strike on any railway. What a true saying, but who is the cause of the strikes on the Gould lines? No one but Jay Gould himself, if what is said of him be true. You ask why? Well, my reason for saying Gould is the first cause of all the strikes on the railroads known as the Southwest system is this: Mr. Gould is reported as saying to a very prominent railway man: "I run the cheapest system of railway's in the world." "Why, how's that?" "Well, I just stipulate a certain amount of money to be used on a certain line of road, and that is all they get, no matter what happens. Of course, this amount is distributed by the Gen'l Manager to his Gen'l Supt's, they to Div. Supt's and Master Mechanics. If a wreck ever occurs on any of the divisions away goes all the money allotted to that particular division in a lump. Consequently, repairs to track, power, cars, and buildings have to go undone, while, if there is not enough money allotted to this particular division to pay for wrecks, expenses must be reduced by discharging every man possible, not leaving more than one man to (10) ten miles of track, and just enough men in car service to repair the worst cars, and the balance left go rattling over the road almost falling to pieces by their own weight, and not a half dozen good brakes on a train of twenty cars to stop train in case of danger. Finally another wreck occurs, (Conductors telegraph report) "Can't see anything the matter with track or cars to cause the accident." Why? Because the ties are so rotten and rails so broken, track so badly torn up, that it is a matter impossible to find the cause, if in the track, at all. If caused by a car breaking down, the cars are broken up so badly that he (Conductor) can't find the cause, hence his report.

What is the consequence? Nine times in ten the wreck is attributed to fast running, and all hands discharged, when the real reason was defective track, or car, and caused by not having men enough to thoroughly examine track or cars. I have known on the Gould Southwest System every man in the machine and car department at certain divisions laid off for three or four days on last of month to keep the expenses down to a required limit. If one hundred dollars over the limit was expended during the month (on an expenditure of twenty thousand or more) the Master Mechanic would receive (from some \$45 clerk) a most insulting letter signed by Supt Machy; hence the system of laying off men to avoid such letters. Well, the last wreck must be paid for, and how to do it. Can't reduce force, they are all gone now; can't cut the engineers and firemen, they have a contract; conductors and brakemen are paid by the mile without any overtime, can't shorten up the miles any. No reduction there! Guess will have to try the office and shop men again. Accordingly a cut is ordered, 5 per cent. on \$35 per month and under, 10 per cent. on all over \$35 per month. Now two-thirds of this class have families, some of them homes, and can't go away, don't want to strike, but they can't stand this *grinding down* month after month, and they finally grow desperate, as they did in Big Springs, Texas, less than two years, ago which resulted in a general strike of shop men, ending, after ten days, by pay of all men being put back to what it was previous to two reductions before the strike. This concession was not voluntary on part of railway company by any means, but the citizens of Texas put a very large bug in the railway officials' ears. That is to say, the citizens were in full sympathy with the employes in their trouble, and felt that they were justified in rebelling against the starvation wages, and that, too, in a barren country where they could raise *nothing* to help curtail expenses, and had to pay a big price for all they bought. Out of this whole number I don't believe a half dozen really wanted to strike. As for *myself*, I don't believe in strikes from *any* cause.

Mr. Gould says railway employes and companies' interests are mutual, and that he would like to see labor paid the highest price possible, but stock-holders must also receive a fair percentage for money invested. Must the laborer have his salary continually hacked at and reduced so that the stock-holder shall receive his regular interest, when

the wrecks referred to are caused by the mismanagement of the stock-holders' money. Again, is the employe to stand the loss from this cutting of rates both in freight and passenger business, simply because some other line is reported for selling a ticket below the pool rate, or carrying a car of wheat at a lower rate than has been agreed upon by the pool? And in consequence all roads cut loose and carry passengers for almost nothing, and haul freight at a losing figure. Are the wages of the employes to be reduced to pay for such nonsense as this? Seems to me very unjust.

Now, about the little home along the line and every employe a stockholder; this is very nice on paper. Few employes of the class referred to can keep their families comfortably on the small wages paid, much less buy home and stocks. But say they have, during good times, bought homes, and the settlement of the country has enhanced its value. They accept Mr. Gould's views, mortgage their little homes, and buy railway stocks at a low figure, some of Mr. Gould's railway stocks have gone very low at times. Well, some bright morning the stocks purchased at a low figure have gone still lower, and fall day after day until our little home is gobbled up; in place of which the employe has some paper, on which is printed: railway Stock. I really did not think Mr. Gould was after such small fish, but it looks very much like it.

Thus, I say, Mr. Gould is the first cause of all labor strikes on his Southwest System; simply because his Gen'l Managers are as powerless under him as the Section Foreman is to better the condition of men under his charge. A certain amount is given to run the road, and that is *all* they get.

JAY GOULD.

JACKSON CITY, Feb., 13, 1886.

EDITOR MONTHLY:—I have just received January number of the R. C. MONTHLY, and am highly pleased with it. I do not know what has become of our correspondent with the MONTHLY. It may be he is a little bashful and afraid to break the ice. If you will kindly allow me I will give him a starter. I know you will be pleased to hear from Wolverine Div. No. 182. Although we are young in experience we are getting strong in numbers. I am pleased to say our Div. attendance is good, Brothers all taking a lively interest in the work. Brother Nelson Nepier is still suffering from a bad sprain in the knee, sustained in that fatal collision on Saginaw Div. of M. C. on the morning of the 28th of December. Hoping that our correspondent will brace up and let the Brothers hear from us once in a while, I will close with the best wishes for the success of the MONTHLY and Order,

I am yours in P. F.,

C.

BOSTON, Feb. 10, 1886.

EDITOR MONTHLY:—In looking over the columns of the January MONTHLY, my eye caught the article headed the "Fellowship of Passenger Conductors." On reading the article it occurred to me that either the credulity of the editor had been imposed upon, or else the party who furnished him the information lacked a knowledge of the subject on which he sought to enlighten the editor. Now, Bro. Editor, inasmuch as you offer the use of the columns of the MONTHLY for the purpose of ventilating views upon this subject, I desire to avail myself of your offer, and in so doing will endeavor to throw more light upon the subject of Passenger Conductors and the organization of Division No. 162. Now, when you say that you are credibly informed that Mr. Thompson during his term of General Managership of the Pennsylvania R. R., inaugurated the system of promoting from baggagemaster to passenger conductor, your informant erred there inasmuch as such was the custom in vogue for years previous to the term of Mr. T. as General Manager. But I can assure your informant that Mr. Thompson was General Manager at the time the Pennsylvania R. R. began promoting

from freight conductor to passenger conductor. A length of service extending over twelve years on the Philadelphia Division of the Pennsylvania R. R., qualifies me in making this assertion, as during part of that time I was employed in the office of the trainmaster as that gentleman's assistant. Now, you say again that Division No. 123, in their circular claim that their Division was organized with all passenger conductors. Such may be the fact, but I can assure you that such was not the case at the time of their dissolution, as your subscriber is personally acquainted with one member of Division 123 who at the time of his admission into that Division, and at the present time is a freight conductor.

Now, Bro. Editor, I take it that I am as close if not closer to a great many of the members of Division 123, than the members of the Order who informed you that no freight men need apply.

Riley O'Donnell, C. C., of Division 123, rose from freight conductor to passenger conductor. Your subscriber at one time twisted brakes on night freight for him. Wm. G. Keech is another man your subscriber was brakeman on freight for, and Mr. Keech is the freight conductor who was a member of Division 123 at the time of its dissolution. In proof thereof, I would refer you to Mr. Sam J. Potts, Trainmaster Philadelphia Division P. R. R., Philadelphia. Does the admission of Mr. Keech look as though they debarred freight men?

Now, Bro. Editor, I will endeavor to show you why it would have been unhandy for freight men both on the main line and New York Divisions of the P. R. R.; also those of the Reading R. R., to join Division 123. Passenger train men on the Pennsylvania R. R., on all Divisions centering at Philadelphia, leave and arrive at Broad street, that is, Fourteenth street. Freight train men on the main line of the Pennsylvania R. R., leave and arrive at Fifty-second street. There is a distance reckoned at eight blocks to a mile of four and a half miles between the terminals of passenger and freight men on the main line Division.

Now, again, freight men on the New York Division start from about Thirty-ninth street. Count from fourteen to thirty-nine, and you have the relative idea of the distance between passenger and freight men on the New York Division. Again Reading passenger men start from Ninth and Green streets, and from Fourteenth and Callowhill. Their freight men have their terminals at Belmont and Richmond, a distance respectively of about five miles. Do you see now why there were no more freight men in Division 123? And now, Bro. Editor, as I am informed, they objected to the admission of men employed on the Junction R. R. The Junction R. R. is to Philadelphia what the belt line is to Chicago, a distributing track for all freight intended for the wharves and oil works, and merchants along the line thereof. The men who are employed on the J. R. R. do not use over two miles of main track, and that is between West Philadelphia and Gray's ferry. They are most of the time employed on yard tracks, and are not capable of taking a train on the main line as many of them were never on it. I speak from actual knowledge, and can back my statements by facts.

Now, Bro. Editor, the personnel of the men employed on the J. R. R. may have improved in the last three years, but I can say that during my term of service on the Pennsylvania R. R., there were many whom I could not conscientiously recommend for admission into the O. R. C. The rules of the Pennsylvania R. R. are very strict as regards extending favors to railroad men, and any conductor known to do so may as well pack his grip and look for pastures new. Well, at the time the talk of organizing Division 162 was going the rounds, I am reliably informed by members of the O. R. C. at that time, besides other men on the P. R. R., that the J. R. R. men to whom objection was made, asserted that if they got into the O. R. C. they could get on passenger trains ride when and where they pleased, and could not be ejected by members of the Order as they were brothers, and were under obligation to carry them. The language was calcu-

lated to bring the passenger train men into disrepute with their officers, and then and only then did Division 123 object to the issuing of a charter to Division 162, until they had inspected the list of charter applicants. For their understanding of the Constitution was that yard men are ineligible, and as yard men J. R. R. men are classed, irrespective of any information any one may give to the contrary. The fact that Bro. Wheaton spoke of submitting the list of Division 162; to Division 123 led them to feel that they would be consulted before the Division was organized. Now, you say the members of Division 123 did not know the members of Division 162 that they did not consider it necessary; they only wanted regular conductors admitted, and not yard men. An acquaintance was not necessary. The bare fact that yard men were included in the list of charter applicants was sufficient in their and my opinion to cause objection to be made. I am of the opinion that the brother of Division 143 did not at the time he made the recommendation, consider the fact that he was recommending men who, according to the Constitution were ineligible; there, in my opinion, is the point where the members of Division 123 could have imposed upon him.

Now, Bro. Editor, I am reliably and personally informed by Walter Lackey, that Division 123 did not receive any notice whatever of intended organization at the time of organization other than what Bro. Wheaton told him at Boston. Bro. Shaw may have sent the notice, but it has never been received by Division 123.

But, Bro. Editor, you err when you charge Division 123 with seeking to foment class division among train men. There are too many of them that have come up from the freight service, and who realize that they are not the owners of their position, to seek to establish a division of classes.

Now, Bro. Editor, there is Division 123 side of the story, which I have given unsolicited, but from an actual knowledge of the facts stated herein. In conclusion, I would say that had I been a member of Division 123, and had Division 162 list been presented to me, I should have considered myself recreant to the Order had I not interjected an emphatic protest to the admission of many of the members of 162, on account of ineligibility

Yours in P. F.,

T. S. RICHARDSON, DIV. 122.

ALL ABOARD.

We give below an account of the third annual reception of Div. No. 68, at Harvard, Ill., taken from the *Capron Herald*. To fully appreciate the account, one should be acquainted with the conductors mentioned.

We might say that "Pap" Warren was at the time laid up with rheumatism, and Sam Nessling kicks the beam at 220 pounds. There were about 125 couples present, and all report a splendid time.

We acknowledge an invitation to the third annual reception of Baraboo Division Order Railway Conductors at the Roller academy, Harvard, on Tuesday evening, February 9. Of course Slocum's orchestra furnishes the music, in which of course there will be no notes resembling whistles for "down brakes" and three toots for crossings, but the force of habit may cling to the boys, and it would be just like Erickson or Filkins of No 16, at the end of a quadrille to rush up and ask the prompter if he had any orders for them. We notice that "Bige" Barrett and "Scratch" Cannon are on the committee of arrangements, and they will probably insist on having each man display a red lantern on his back so that they will not get run into, while Hallisey and Stoddard probably think there should have been something said in the invitations about "side-tracking" for supper at the Walker House, or insist on passengers without tickets paying the extra ten cents. Clark Stewart is on the reception committee, and with his usual affability he may

get confused, and instead of telling them something of the reception will inform them his train does not stop at Crystal Lake. It would be perfectly natural for Carpenter, Devins, Searles or Simmons as floor managers, to yell "all aboard" or "tickets, please," instead of "one more couple this way." Of course Burbank will be there with his moustache, Jim Stewart with his best girl, W. T. Oliver gotten up regardless of expense, also the cherubic Billy Hammond wearing a broad grin.

Well, the boys are a jolly, genial lot of gentlemen, and we know the occasion will be a pleasant one. We should like to be there if but to see "Pap'y" Warren in the Highland fling, or Sam Nessling in the mazes of the Newport.

A TIMELY SURPRISE.

While Trenton Division No. 42, was in session Sunday, Feb. 7, 1886, it was disturbed in its deliberations by an alarm at the door. On attending the alarm, a large package was handed the Sentinel, by a stranger. On conducting the package to the desk of the Secretary and there examined, it was found to contain a fine walnut cased "Regulator." A card attached read as follows:

O. R. C.

Trenton Division No. 42.

Time. With our Compliments.

"Two warnings it gives, you should not disown,
Time for supper, and time to be home."

Affectionately,

Trenton, Mo., Feb. 7, 1886.

YOUR WIVES.

After reading the card, and order having been duly restored, our Chief Conductor made a few remarks, reminding the Division of the numerous useful and ornamental gifts which have been bestowed upon the Division by our "Affectionately," until our hall is finished in such a manner as to lack nothing useful or ornamental. At the conclusion of the remarks the following resolution was adopted:

Resolved, That the thanks of this Division are due, and are hereby tendered our wives for their beautiful gift and "Timely Surprise."

In P. F.,

S. R. G.

WANDERINGS.

Monday, Jan. 25, we left Chicago at 12:30 P. M., on the C. B. & Q. Railway, in charge of Conductor Neil Ruggles, and arrived at Galesburg early in the evening; were met at the depot by E. H. Belknap and escorted to his home, where he and his estimable wife entertained us, and where we dropped into our old places as though we had left them only yesterday. For this be it known is the station at which all the members of the O. R. C. and their wives are glad to stop, and advice, comfort and rest are always found. Tuesday morning we all left for Peoria in charge of Conductor Richardson, where we spent a pleasant day with friends. In the evening we attended the ball and banquet of Peoria Division where we met Mr. and Mrs. Ed. Coman, of Kansas City, Mr. and Mrs. E. H. Belknap, of Galesburg, Ill., and Mr. W. P. Daniels, of Chicago. Also a host of Peoria friends, among whom were Mr. and Mrs. Fred Gillette, Mr. and Mrs. Thompson, Mr. and Mrs. Permar, Mrs. Tippet and a great many very pleasant people whose faces arise before us, but whose names our treacherous memory fails to bring to mind.

The smiling faces of the gentlemen who had worked so hard to entertain their friends, the happy, merry faces of the ladies in their beautiful toilets presented a scene pleasant to look upon. After a reception of an hour during which we noticed that "wit" was the only beverage that flowed, the dancing began and lasted until the "wee sma' hours." At 12 o'clock we sat down to a sumptuous supper to which all did ample justice. It is perhaps proper to state that your Grand Chief Conductor enjoyed everything immensely, and danced with a heart as light as his heels through the programme from the grand march and quadrille to "Home Sweet Home" waltz. And that was much better than one other grand officer did, as he persistently refused to waltz, and that after being asked by a lady. (N. B. No. 8 on the programme was a waltz, Ladies' Choice.) Early in the morning we returned to the hotel very tired, but with the idea firmly impressed on our mind that Peoria Division knew how to conduct a ball and entertain their friends.

Thursday we spent the afternoon at the home of Mr. and Mrs. Thompson, where we met Mr. and Mrs. Gillette, Mrs. Belknap and Mr. and Mrs. Bell. In the evening we left Peoria, on the Wabash road, for Kansas City, in charge of Conductor Parker, and during the night were taken care of by Conductors Harrington and Given. We arrived at Kansas City at 9 o'clock Friday morning, and left at 10:40, Conductor Hallet having charge of the train. Took dinner at Topeka and supper at Newton, Kan., where we were delighted to meet our esteemed friend J. W. B. Johnstone. After a good night's sleep, we awoke to find the train in charge of H. D. Butt.

Saturday morning we broke our fast at Coolidge, Kan., being three hours late. We dined at La Junta, Col., where we found the doors and windows all open, and birds hanging out in their cages; quite a sight for us when we had come through so much cold and snow. But the mountains are in sight, and we forget everything as the snow-capped peaks arise before us, and we cry out with delight as we watch the beautiful blue blend with the white of the sky. As far as the eye can reach is one vast plain, with no tree or shrub in sight - but we are not lonely for the mountains' firm, everlasting immovable are ever before us.

The conductor now in charge of the train is Mr. Stimmel, a member of Division No. 70. We had supper at Raton, which ought to have been a very hearty one, as we did not breakfast until we reached Las Vegas, New Mexico, which was 12 o'clock noon.

It is Sunday, and what a beautiful day! To us from the cold and snow clad East this sunshiny, balmy day, brought new life, and tired and worn from our journey, we breathed great draughts of the pure air and felt our strength return.

At Albuquerque we found Conductor Horner who carried us safely to Winslow, Arizona, where we arrived at 4:30 in the afternoon. We were entertained at the hotel by Mr. and Mrs. Roberts, Mr. and Mrs. Richardson, Mr. and Mrs. S. Seachrist, J. F. Brady, F. Miller of Div. 119, T. J. Pomeroy, F. D. Chamberlain of Div. 136, F. W. Reed of Div. 159, J. Walsh and J. Taber of Div. 70, and J. Horner. We feel grateful to all these friends for making our short stay with them so pleasant. While the gentlemen were at the meeting, your humble servant was entertained by the ladies, and she felt herself grow cold with fear as they told of some of their experiences since living in the Territory. Just imagine yourself turning around in your own house and coming face to face with three or four big Indians; it makes me shudder even yet, but there is no cause for anxiety, as they are as harmless as children.

Monday morning we left Winslow in company with C. Richardson, J. H. Brady and F. Miller. We dined at Holbrooke and supped at Coolidge, and arrived at Albuquerque at 11:15 P. M., and were driven to the San Felipe Hotel. Tuesday morning was spent by the gentlemen in transacting business, and in the afternoon we rode about the city and into the town, and were greatly pleased with the adobe houses and natives. Then we drove for a long distance along the banks of the beautiful Rio Grande whose calm, peaceful waters filled us with delight. And our mind went back, away back to the time of our

first geography where we learned of this river so many miles away; then there was never a thought of this beautiful day, never a thought of *seeing* this sun-kissed river, never a thought of meeting this faithful friend, never a thought of the dear beloved Order. But this day has come, and we behold the river, the wonder of our childhood, and as we clasp the hand of our friend we pray heaven may shower her choicest blessings upon the noble Order that has brought us so much good. But it grows late, so we turn to go back, and the river is lost to us perhaps forever; and with the low murmur of its never ending song ringing in our ears, we are filled with happiness and contentment.

At 11:15 Tuesday night we leave Albuquerque for Las Vegas, where we arrived at 7:10 Wednesday morning, and found a friend from our home in the East, who immediately took possession of us and escorted us to his little cottage, where we had a most enjoyable time. While the ladies spent the day in riding, sight-seeing and visiting, the gentlemen were entertained by members of the Order.

Thursday morning we started for Kansas City in charge of Edward Stimmel. Had dinner at Raton, New Mexico, and supper at La Junta, Col., where we were detained between two and three hours on account of the snow blockade. We left in charge of Conductor Soule and arrived at Dodge City, Kan., at 4 o'clock Friday morning, where we laid until 2 P. M. We left in charge of Conductor Marshall, and came to Kansas City at 6 o'clock in the morning. Here we passed Saturday and Sunday in a most delightful manner with Mr. and Mrs. Ed. Coman, and when we came away we found we had been adopted, and not unwillingly, into their very pleasant family. For from the time we sank into the depths of that big chair, we knew we had found another home.

Sunday there were two good meetings of the Order; one in the forenoon, and one in the afternoon. And in the evening we left the city in charge of Conductor Parker for Chicago, where we arrived Monday afternoon.

And now our wanderings end for a time; but we shall not soon forget the pleasant scenes we have passed through, nor the kind friends we have met. For through sun shine and shadow, through snow and pleasant weather, over hills and through valleys, we have brought your faces, and they will abide with us.

The bright sunny afternoon draws to a close; slowly and stealthily the shadows creep into the room and surround us with their spectral forms. But steadily through the gathering darkness the fire sends out its cheerful light, reminding us of what we have left behind.

F. B. W.

MILWAUKEE, WIS., Feb. 21, 1886.

Milwaukee Division No. 46, had one of the most interesting meetings to-day it has had since its organization. We had the attendance of forty-one of our own members and eight visitors; four brothers were promoted.

Bro. John Shaw's wife was buried at Manitowoc last week; he has the sympathy of the whole Division in his loss, while there is not much to console a person in the hour of such affliction, and the only comfort will be to us all is to prepare to follow the loved ones gone before. While life is certain, death is uncertain.

Brothers are coming in every day with the Mutual Life Insurance, and the subscribers for the MONTHLY number 171.

If Bros. Fred C. Willard, F. D. Tilden, Pierce Ryan and S. G. Weller will correspond with me before April 1, 1886, it will be to their interest.

Yours in P. F.,

A. VANNAMAN, Sec'y No. 46.

SCIENTIFIC AND MECHANICAL.

TELEGRAPHING FROM TRAINS.

A SUCCESSFUL TEST OF A NEW INVENTION BY THOMAS A. EDISON.

New York World.

The enchanted hand of Thomas A. Edison yesterday gave to the world, round and perfect, another of his wonderful electrical inventions, and from this time forward telegraphing to and from moving trains will be one of the regular conveniences of the public. The Edison system was applied to a train on the Staten Island railroad, and for an hour message after message leaped through the air from the roof of a car moving at the rate of twenty-five miles an hour to the regular telegraph wires over a hundred feet away. The answers leaped from the wires down to the roof and were ticked out on an instrument in the presence of a distinguished company of railroad men and electricians. Messages were sent home, stock quotations were received, and orders to arrest imaginary fleeing criminals. In short, the exhibition was a big success.

It was 1:30 o'clock in the afternoon when the guests of the Railway Telegraph and Telephone Company arrived at Clifton and were shown into the second passenger-car of an ordinary train on the Staten Island railway. In the middle of the car was a little table two feet square, to which was attached a small battery of only five cups. A black-whiskered, swarthy operator sat at the table with a tiny telephone receiver attached to each ear, looking like a man with ear muffs on. From each receiver a wire led to the battery wire. Ordinary telegraph wires ran up from the table to the tin roof of the car, to which they were connected.

Around the table were grouped Erastus Wiman, Samuel Wilkeson, secretary of the Northern Pacific railway company; P. R. Pyne, of the Delaware, Lackawanna and Western road; E. T. Gilliland, George C. MacGregor, Julian Hawthorne, the novelist; W. S. Gurnee, President Eugene Crowell, Henry Seligman, Gen. John Cochrane, John Tomlinson, Stuyvesant Fish, Baron Von Kesling, superintendent of the imperial railways of Prussia; William J. Hammer, Lieut. F. W. Toppan, U. S. N.; George Parsons Lathrop and several other well known men. In the midst of them stood Mr. Edison modestly watching the operator and seeming to shrink from the compliments showered from all sides upon him.

Before the train started, a number of messages were put in sealed envelopes addressed to passengers in the experimenting car. These were

given, still sealed, to an operator in the regular telegraph office at Clifton. Then the train moved out. When it was half a mile away the operator at the table began to write the messages which he received by telegraph from Clifton. The car went rattling and roaring along, and the little black-whiskered operator kept writing out message after message. The artist of the *World* received his own words:

Come home, and all will be forgiven.

Henry Seligman, who stood on the train, telegraphed to his banking-house to know how stocks were. Here is the answer he got from his cousin while the train was still going at full speed:

NEW YORK, February 1, 1886.

Pacific Mail, 58; Lake Shore, 86.

DAVID.

Mr. Edison leaned down and seized the operator's key, which he worked vigorously as he sent this message which was received at this office twelve minutes later:

To the Editor of the World:

I send you this from a moving train on Staten Island by wire direct.

EDISON.

At Tottenville, all hands drank champagne and nibbled at toothsome viands. On the way back over thirty messages were sent or received. The train moved at the rate of over twenty-five miles an hour.

This system was brought into its present shape by Mr. Edison, but the first patent was taken out by William Wiley Smith, of Tennessee, who, with E. T. Gilliland, the noted New York electrician, co-operated with Mr. Edison in the matter. Mr. Smith conceived the idea of having a message pass from a train to an ordinary wire along the route by simple induction. He told Mr. Gilliland. Mr. Gilliland told Mr. Edison.

"I found," said Mr. Edison, "that a current of electricity could pass through the air between two conductors, but if the communication lasted longer than 250,000th of a second the air became polarized, or otherwise changed by the electricity, and it resisted any further communication. In other words, the air offered practically no resistance to an electric current for the 250,000th part of a second. If I could get a wave so short and sharp that it would pass through the air between the given points in that small space of time, the thing would work. Now, in this moving car there is a little battery. When the operator at that table sends a message the waves go at the rate of about 600 to a second. The waves on an ordinary Morse current go about 13 to a second. These waves are sent into the air from the tin roof of the car with such suddenness and sharpness, by means of a simple electro-magnet, that each telegraphic letter, consisting of a dot or a dash, passes to the wires strung on the regular telegraph poles all along the railway inside of the 250,000th part of a second. There is a pause of about a thousandth of a second to let the air regain its ordinary condition.

Then another letter is plumped through the air to the wires. Then another pause and another letter, and so on. If you try to push a candle through a pine board you will break the candle. If you shoot the candle out of a gun it will make a hole in the board. These letters are darted through the air so quick that the air molecules don't have time to think of resisting, as it were. This system will work in all weathers. The electrical sympathy or induction between the roof of the car and the wires is so great that messages will leap through the air to or from the regular wires as far as 580 feet. We don't use any new wires, but work on the regular telegraph system. Our signals come to the ear of the operator in musical tones, such as a prolonged 'oo-o-o-o-o' for a dash and a short 'oo' for a dot. We work just as quickly and as easily as the ordinary system."

Mr. Edison said that by this principle he discovered that ships can telegraph to each other through the air at a distance of twenty-five miles. A small balloon coated with gold foil could carry a thin wire into the air 3,100 feet from each ship. The wire charges the balloon with electricity. At a height of 3,100 feet the air is so light that the electric current will pass by induction from one of these balloons to another twenty-five miles away. The moment a ship is within electrical communication of another the telegraph instrument on board begins to sing. So does the instrument on the other ship. The operators on the ships then talk to each other. "I have already experimented across great fields with this system and have met with great success."

Mr. Edison said that telegraphing from trains did not disturb the ordinary Morse messages passing over the same wires. In fact, the wires used yesterday were the Baltimore & Ohio quadruplex wires, and the operators at all the stations said that their messages were not interfered with.

Every railway man and electrician on the train pronounce the system to be perfect. They said that it would be used in train dispatching so as to avoid collisions and delays involving the loss of life and many thousands of dollars to railway companies. The main advantage is that no extra wire is needed, and the cabinet containing the instrument is small, and can be changed from car to car. A stock ticker can be put in parlor cars. Dr. Crowell, president of 'the Railway Telegraph and Telephone company' said that even if there was a smash-up the break could be provided for by stations superior to the block system, and the operator failing to hear from the train, would stop all other near trains until the matter was cleared up. The company is capitalized at \$1,000,000, and has over \$10,000,000 behind it. "The invention," said another officer of the company, "is to be introduced at once on the Chicago, Milwaukee & St. Paul line. No rights will be sold, but the company will grant the use of the patent for certain royalties, and this arrangement will enable railroads for a small annual outlay to guard themselves against losses running up into the tens of thousands."

RAILWAY.

SUBJECT—THE BEAUTIFUL SNOW.

SCENE—*Bowling Green Yard, Feb. 3, 1886.*

For the MONTHLY.

The snow! the snow! "the beautiful snow!"
Falling fast while the wind doth blow.
Shifting, sifting and drifting so fast,
Filling our tracks ere we have passed,
Winding, blinding, dimming our sight,
Putting our clothes in ridiculous plight,
Filling our eyes and ears as we go,
With the soft white flakes of "*the beautiful snow!*"

'Tis twenty-one inches and still keeps snowing,
And when 't will stop there is no knowing.
Our yard and our tracks are full of the stuff,
And 't is just like running against a bluff
To move a car anywhere in the yard,
And we'll get off the rail if we're not on our guard.
To make up a train we are bound to go slow,
As we push them along in "*the beautiful snow.*"

There's snow on our cars, and there's snow on the ground,
To find all our "switches" we're scratching around.
We start on a track, and we follow the rail
Till we think we are right, and can't possibly fail
To throw the right switch when it we have found:
The next thing we know we are off on the ground.
The fun that then follows all railroad men know
Is the hardest of work in "*the beautiful snow.*"

Then with "frogs" and "blocks" and an engine or two,
Tugging and lugging and puffing anew,
Through the banks of white and crystallized snow
That soaks through our boots wherever we go.
Now a "block" gives way, now a "frog" will slip,
And the flange of a wheel will catch on a "lip,"
And on every rail but the right one will go,
Plowing its way through "*the beautiful snow.*"

If I had the author whom none doth know,
Who penned the lines of "*The Beautiful Snow,*"
With a shovel and pick and a spike-maul or two,
I'd put him to work in the yard with the crew;
And with shovel and pick in snow he should stick,
And clear all our tracks, and that very quick

Of every vestige and every faint show
Of anything like "*the beautiful snow*."

And now, kind readers, I must close
By describing a scene with everything "froze,"
Three "moguls" attached to only five cars,
And I swear by Jupiter, Venus and Mars
With the motive power they all brought to bear,
They could not move them the breadth of a hair,
With the mercury ranging to twenty below,
When we got them all stuck in "*the beautiful snow*."

SOUTH AMERICAN RAILWAYS.

MOJAVE, CAL., Feb. 14, 1886.

EDITOR MONTHLY:—Please answer the following questions: What are the railroad interests of Brazil, Argentine Republic, and Chili; the number of miles already built and now under construction? Where can I get a minute description of the country other than is contained in geography? Should like to get a map of each of the three named countries separately.

Yours in P. F.,

S. F. EGGLESTON,
Conductor S. P., Mojave, Cal.

The MONTHLY is unable to give its correspondent the desired information. Perhaps some of its readers can do so.

A BLACKLIST CASE.

In justice to Bro. Bell, who is a thoroughly reliable man, we give place to the following and will venture the prediction that Mr. McGuire will regret that he has had this particular "Blacklist Case" exposed through the medium of the special champion of downtrodden sufferers like himself.

We have received from a Cincinnati correspondent the communication below, purporting to give the facts with reference to a black list case on the B. & O., in which Conductor W. A. McGuire is the victim, and which if true, places Mr. C. N. Bell, of the Chicago Div. of the B. & O. in an unenviable light. If the statements herein made are not correct, it will give us very sincere pleasure to publish the correct version of the discharge of Conductor McGuire and render full justice to all concerned.

CINCINNATI, O., Jan. 10.

I am very glad to see your paper taking up the question of blacklisting railroad men. I hope the *Railroader* will keep on agitating the subject until a public sentiment is created, which shall put a stop to this too prevalent practice. I know of one case where a conductor has suffered very much, that of W. A. McGuire, late conductor Chicago Div. B. & O. Ry. Mr. McGuire was discharged for screening a brother conductor that was intoxicated last August. He was blacklisted on all the B. & O. lines. He was fortunate enough to get a

situation on the Wabash Railway, under H. N. Coffenberry. When he went there to work Mr. C. told him he could not employ him, on account of charges that C. N. Bell had made. He then went to work for the Ft. W. C. & L. Ry, and after two weeks was discharged for the same cause. He then went to work for the Chicago & Atlantic Ry. as brakeman, and worked one month and three days when he was again discharged. He then insisted on knowing why he was discharged, and was told it was owing to charges that the B. & O. Ry. had made against him. Mr. Tinnie, Superintendent, was compelled to dismiss him from the service of the company.

I met Mr. McGuire in Cincinnati looking for a situation, and he told me that wherever he found one, Mr. Bell had him discharged.

Now I don't wish to take Mr. McGuire's part, as I think he did wrong in trying to screen a conductor who was drunk, yet under the circumstances he did no more than many another honorable man has done. I think it is a shame that he is not permitted to make an honest living for himself and family. Is it just that C. N. Bell should hunt him from place to place and eventually make a tramp of a man who might be an ornament to society, and of value to any road needing his services?

Hoping the *Railroader* will do all in its power to stop a practice that is degrading to the railway service,

I am very respectfully,

Q. X.

GARRETT, IND., Feb. 17, 1886.

EDITOR MONTHLY:—I saw a communication in a paper called the *Railroader*, which is published in Toledo, an article headed "A Blacklist Case." The editor is fair enough to say that he is not taking the part of the complainant, etc. W. A. McGuire seems to be the much abused conductor. The facts are as follows: First, I desire to say that this letter is not written as an apology to any man, or to place myself right in the eyes of the *Railroader*, but for the benefit of what is just and right to all. McGuire was at one time a conductor on the Chicago Division of the B. & O. I found him to be a man that would not tell the truth, and a habitual drinker. For visiting saloons I discharged him. He falsifies when it is charged that it was done because he screened a brother conductor; he has no brother conductors; he can't associate himself with that class of men. After McGuire was discharged he visited my office on several occasions, and tried to induce me to give him a letter of recommendation. Of course I could not do so, knowing I could not trust him myself. He tried this by telling me he would sue me for libel, etc., but this had no effect on me. He went so far as to commence suit, and I was notified by the courts, etc. This did not change me one particle, and further than that, he left here owing me house rent which he made no effort to settle; he did all he possibly could for a month to aggravate me personally, and I never made any effort to keep him from work. I tried after he left here to get what money he owed me, and this certainly is just and right. Now I charge him with lying; he had his caboose struck by an engine, and tried to make an arrangement with the conductor of the other train not to make any report to my office, saying a little paint would hide it. The conductor who hit

him was an O. R. C. man and was not of McGuire's stripe. I charge him with drinking; I saw him come out of a saloon and walk down the street when he could not go straight, and I overtook him and talked with him, and know that he was under the influence of liquor. After all this I gave him a note saying I had no objection to his working on any other division of the road, but did not recommend him, and as to my following him and keeping him out of work, this is false in every sense of the word. If this man McGuire has to be made a "tramp and beggar," he is to blame himself. He knows he is a scoundrel of the first water, and not worthy the notice of respectable men. Ask him why he left my office so suddenly one morning. My advice to him is to quit trying to follow railroad business; he will make a far better "*ornament to the society*" of some jail yard than to that of any railway car, and I am here personally responsible for what I assert.

C. N. BELL,

C. C. Div. 138.

A BALKY HORSE.

"It is mighty hard for a man to drive a balky horse and be a Christian at the same time. I tried it years ago, and gave both up as a bad job. But say, did you ever hear of a man having a horse balk on him in such a way as to make him laugh—to please him all over, and make him right down happy? Well, sir, I did, and I was the man. He was a horse that I had traded for, and he was an awful balker. There wasn't no use doing anything with him—there was nothing to do but just sit down and wait for him to come around. It generally took two hours.

"One day I was driving him along, and just as we got on to the railroad track he balked. 'Here's a go,' says I to myself; 'what if a train should come along?' At first I was afraid a train would come, then after a while I didn't care a cuss whether one came or not, and in about seventy minutes I was afraid one wouldn't come. I just ached to have a train come along. I prayed for one. Sure enough, pretty soon I saw one coming. It made me smile. When the engineer whistled for me to get off the track I laughed. And when she got a little closer I climbed out of the hind end of the buggy, leaned up against the fence and prepared to enjoy the picnic. Oh, but it was sport! That balky horse had sworn he wouldn't go, but he went that time. He was distributed all along the track there for twenty rods. And the old buggy and harness—it looked too comical. Never had such fun since I was a boy!"

"Rather expensive fun, wasn't it?"

"Yes, for the railroad company. I sued 'em for \$700, and the jury of farmers gave me \$637.50. But it was fun!"—*Royalton Record*.

TRAIN ORDERS.

ST. PAUL, Feb. 9, 1886.

EDITOR MONTHLY:—We, the undersigned, held a consultation to-day in Bro. F. M. Sanders' caboose (F) in regard to what the conductor who received Order No. 301 should have done, and decided that instead of flattening the wheels on the siding we would hold the main track, and for the sake of being accommodating throw the passing track switches, providing there was a passing track at that station, if not head engine No. 29 in on loading track; think that order No. 308 was simply a waste of electricity and labor.

W. E. GORMAN,
F. M. CHAPMAN,
F. M. SANDERS.

EDITOR MONTHLY:—Being an old conductor who has handled trains in difficult places, I claim Train Order 301, Nov. 20, 1885, is plainly meant to make a passing point for special west and engine 29. The word *unless* in the order makes a meeting and passing point for the opposing trains. If I had been running special west and engine 29 was not at Lang's when I arrived there, I should have went in siding and laid there until the iron rusted through under the wheels before I would have ran against engine 29 without orders. I do not think order No. 308 had anything to do with the movement of the two trains; it was only a notification to C. and E. of special west that the dispatcher had nothing more for them, and that order 301 was in force regarding the movement of the trains.

Feb. 12, '86.

W. J. J.

BOW GREEN, Feb. 15, 1886,

EDITOR MONTHLY:—As you request the opinion of your readers on the subject of the train orders, page 47, of your January number, and having had an experience of twenty-three years as conductor and yardmaster (four years of the time as yardmaster) I thought I would venture an opinion in the matter, although it differs with yours. Order 301, reading, "Do not pass Lang's without *orders*, unless engine 29, Smith, engineer, is there," means nothing more nor less than this: If engine 29 *is* there, you need no orders, and if the engine is *not* there, you *do* need orders. Order 308, saying, "No further orders for you at Lang's," is order sufficient to cover the case and allow you to proceed, and was certainly so intended by train dispatcher, though it might have been better understood by making order 301 void.

Resp'y yours in P. F.,

C. PETTY.

EDITOR MONTHLY:—I will spring another train order problem:

EXPLANATORY.

Train 5 is a freight train having rights over train 14, for twenty-four hours. Train 3 is a passenger train, having rights over all freight until twenty-four hours late.

ORDER NO. 1.

C. & E., No. 3, at A.

C. & E., No. 5, at A.

C. & E., No. 14, at A.

Train 14, Smith, Condr., and train 5, Jones, Condr., will meet [at B. Train 14, Smith, Condr.; can have until 11:55 P. M. (eleven fifty-five P. M.) to run to B. against train 3, Robinson, Condr. Ans. X. Y. Z.]

Order 1 correct, { 13 Condr. No. 5. }
 11 P. M. X. Y. Z. { 13 Condr. No. 3. }
 { 13 Condr. No. 14. }

ORDER NO. 2.

C. & E., No. 5, at A.

C. & E., No. 14, at C.

Train 14, Smith, Condr. and train 5, Jones, Condr., will meet at A, instead of B. Ans.

Order 2, correct. { 13 Condr. No. 5. }
 { 13 Condr. No. 14. } Y. Z.
 11:40 P. M.

ORDER NO. 3.

C. & E. No. 5, at A.

C. & E. No. 14, at B.

Order No. 2 is void. Ans.

Order No. 3, correct, { 13 Condr. No. 5. }
 { 13 Condr. No. 14. } X. Y. Z.
 11:55 P. M.

Trains 5 and 3 are at A. Train 14 is at C. Train 14 could not make B., by 11:55 P. M. for train 3, and laid at C. for them. Query. Has train 14 a right to go to B. for train 5, or lay at C? Would like to hear the opinion of any one in regard to where the meeting point between 5 and 14 should be.

In this new case presented, the opinion of the MONTHLY is that it is another case of very poor train dispatching, and if the editor was "boss" the dispatcher who gave the orders would have an opportunity for a vacation.

We are given to understand that an official where the case occurred, declines to give decision in the matter; the MONTHLY is however, always ready to give its ideas and will do so in this case, and the opinions of our readers are requested, no matter if they are different. We can stand criticism and it is by interchange of ideas that we arrive at a correct understanding.

Order No. 2 supersedes and makes void so much of No. 1, as relates to the meeting of trains Nos. 5 and 14. and when order No. 2 is recalled it leaves trains 5 and 14 without orders so far as a meeting-point between them is concerned.

It is extremely bad train dispatching, however, as it leaves opportunity for misunderstanding and accident: Train 14 has no right to use any of the time of train 5, still there is a chance that the conductor would consider that the recall of order No. 2 would leave order No. 1 in force as originally given. In fact, we are confident that many conductors *will* be of that opinion, and it was quite probable that it was the intention of the dispatcher that 5 and 14 should meet at B. If such was his intention, order No. 3 should have been, "Order No. 2 is void. Trains 5 and 14 will meet at B." Had the writer been in charge of train 14, nothing but another order would have induced him to leave C before the arrival of No. 5, and had he been in charge of No. 5 he would have run regardless of No. 14, *unless he had reason to think the conductor of No. 14 understood the orders differently*, when, as a matter of *precaution only*, he would ask for information before leaving B.

MR. FROUDE IN A SLEEPING CAR.

The following sleeping-car incident, which occurred during Mr. Froude's recent visit to this country, is taken from his recently published work, "Oceana." "Among the friends who had come with us from Aukland, was an English gentleman, Col. —; high-bred, refined—perhaps extra refined—whom the malice of fortune played a trick upon. Happily, with his other good qualities he had a keen sense of humor, and enjoyed what befel him as much as we did. At some town where we stopped late one night, two ladies had been put into the carriage with us. We were going to bed and paid no attention to them. The berth under Colonel —, happened to be vacant. To one of these new arrivals, without his being aware of it, this berth was assigned as a sleeping place. The lady gathered herself in, and the same leather curtain fell over them both. In the morning, the Colonel, feeling about for his underclothes, dropped his drawers by accident over the side of his bed. From below he saw thrust a small, dainty and perfectly white hand, with a diamond ring and a delicate lace frill round the wrist. It was holding up the article in question, and a brisk, ringing voice said: 'Guess this belongs to you.'"—*Rochester Democrat*.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

LX.

Injury to Passenger—Act of Conductor—Negligence and Contributory Negligence for Jury.—This is an appeal upon petition for new trial. B. took passage on a dark night, on defendant's train, from P. to A., where he resided. This train, when about 600 feet from the A. station, stopped to let a freight train pass. The conductor and train men neglected to notify the passengers that the train had not arrived at the station, and many started to leave the train. B. (plaintiff), supposing he had reached the station, immediately alighted, and in attempting to cross the track in the direction of his home, was struck by the engine of the freight train, and injured to the loss of a leg. It was customary for passengers to board and leave the train at A. on either side, and plaintiff had been in the habit of getting off the side from which he alighted on the occasion of the accident. As soon as the conductor ascertained the cause of the stop he moved the train on slowly to the station.

Held, in an action by B. (plaintiff), against the railroad company, that the question of the company's negligence, through its conductor and train men in failing to notify the passengers, and the contributory negligence of plaintiff in leaving the train and attempting to cross the side track, was a question of fact for the jury.

Held, that damages to the amount of \$6,000, assessed by the lower court, is not manifestly excessive or unreasonable. Petition dismissed.

Boss v. Providence & W. Ry. Co., R. I. S. C., Dec., 1885.

NOTE.—Negligence is too often imputed to conductors and train men where acts of unreasonable and unfair men are committed while passengers of their trains. It is a rule of some companies after leaving a station to announce the name of the next, leaving passengers to believe the first stop will be at said station and hasten to leave the train. This rule, while otherwise commendable, has in numerous cases occasioned accidents or caused passengers to leave the train before arriving at their destination.

LXI.

Crossing Accident—Negligence of Brakeman—Liability.—The plaintiff, with his wife and daughter were driving over a public highway on the way to L. As they approached the crossing of the defendant company they observed a freight train standing on either side of the crossing, and cut open so as to make a gap for the passage of vehicles. Plaintiff stopped until a brakeman on a bumper of one of the cars beckoned him to cross. While he was driving between the cars there was a noise of shifting brakes or couplings, which frightened the horse so that he ran away, overturning the wagon and injuring the occupants.

Held, that the act of shifting brakes or stretching or relaxing the couplings of cars at the moment a vehicle is driven across the railroad, in obedience to a sign from a brakeman urging the driver to proceed, is evidence of negligence on the part of the company's servants, thereby rendering the company liable.

Penn. Ry. Co. v. Horst, Penn. S. C., Nov. 5, 1885.

NOTE.—One who is called upon to exercise care to avoid injury from the acts of others may in regulating his conduct have regard to the probable or apprehended conduct of such other persons, and to the presumption that they will act with reasonable caution and not with culpable negligence. (See *Loucks vs. Ry. Co.*, 18 N. W. Rep., 651.)

While a railway company must be allowed the free use of all its rights, yet these must be exercised

with due regard to the welfare and safety of others. (Sec 59 Pa. St., 259.) It not only has the right in many States, but it is its duty, to have the whistles of its locomotives blown upon all proper occasions but not under a bridge over which a traveler is passing with his team, nor the right at a critical moment to shift the brakes to alarm his horse. In this State they have a right to blow off their engines through, the mud-valves, but not at a common crossing; they have a right to stop a locomotive, but not to the windward of a house in process of construction, which may be burned therefrom. (See 54 Pa. St., 354.) In the present case the right to screw up or release the car brakes is not denied, but must be done at a proper time, and in a proper manner.

LXII.

Liability of Company for Acts of Conductor—Damages—Rule—Duty of Railway Company to Female Passengers—Evidence.—This is an action by a young lady teacher against the company for damages for a wrong or insult inflicted upon her while a passenger upon defendant's train. Having purchased a first-class ticket she entered a coach attached to a freight train, and delivered up her ticket to the conductor of the train. At the first station the other passengers left the train—leaving her, the conductor, and brakeman sole occupants of the car. The brakeman soon left the car, whereupon the conductor (a young man) sat down by her, asked her questions: "Where are you going? where do you live? I suppose you are married?" etc., etc. He got up, went to the end of the car, but returned, threw his arms around her, pressed her arms down and forced her down in the seat, and kissed her a number of times. The evidence showed that plaintiff tried to free herself, and threatened to jump from the car, but was prevented from doing so. At the second station (her destination) she left the train. She subsequently procured his arrest, and he was convicted of assault and battery and assessed a fine of \$25, and discharged by the company from its employ. This suit is for damages resulting to her by reason of mental suffering and shame dictated by a spirit of wilful injustice and a deliberate intention to vex, degrade and insult. In the lower court she had judgment for \$1,000. The company appealed.

Held, that a master is liable for a wrong done by his servant, whether through negligence or malice of the servant, in the course of an employment in which the servant is engaged to perform a duty which the master owes to the person injured.

Held, That a railroad company is bound to protect female passengers on its train from all indecent approach or assault; and where a conductor on a company's train makes such an assault on a female passenger, the company is liable for compensatory damages.

Judgment affirmed.

Cracker v. The Chicago & N. W. Ry. Co., Wis. S. C., L. N. 42.

LXIII.

Conductor's Right under the Law to Eject Passenger—Ticket—Trespass.—This is an action for trespass. Plaintiff sues for being forced to leave the train of defendant company, by its conductor, under the following circumstances: Plaintiff desiring to go from station E. to station C. to ship some cattle, purchased from the company's agent at E. a ticket for C., and entered one of the passenger trains, presented his ticket to the conductor, who refused to receive it on the ground that his train did not stop at C., and over his protest he was forced from the train. The plaintiff recovered in the trial court, and the company appealed.

Held, that while it is true that a conductor may not use unnecessary force to eject a passenger, it is also true that he may employ reasonable force to accomplish that object.

Held, that a passenger must see that he enters a train which stops at the station to which he has a ticket. He cannot hold a carrier liable for trespass in forcing him from a train which does not stop at that station. Judgment reversed.

C. St. L. & P. Ry. Co. v. Bills, Ind. S. C., Nov. 23, 1885.

NOTE.—This case is of particular interest to conductors. It is not only well for a conductor to obey the rules of the company, or the directions of his superiors, but he must know when said rules under the circumstances of each particular case come under the principle of law governing it. It has long been held that if a conductor uses unnecessary force in ejecting a passenger, the company is liable, although the conductor may have a right to eject him, and to employ reasonable force to expel him from his train. (See 34 Md., 532; 40 Vt., 80.) It is obvious that a passenger who makes no resistance cannot lawfully be treated like one who does resist the commands and efforts of the conductor. Resistance may make great force necessary; but if words will accomplish the object, force should not be employed. If in this case the resistance of plaintiff made necessary all the force that the conductor used, it cannot be said that the conductor did an unlawful thing; on the contrary, the presumption is that his acts were lawful. The pivotal question in this case is: Was the passenger rightfully on the train? It is settled by numerous authorities that a passenger has no right on a train which, under the rules of the company, does not stop at the station for which he purchased a ticket. In such case the passenger is in the wrong, and has no right to insist that he should be safely put off at the station he desires, or be carried through without charge. (See 51 Ill., 510; 56 Tex., 239.) There can be no recovery for removal except for needless violence. (See 50 Ind., 141; 67 Ib., 567.) In order to recover damages for carrying one beyond his destination named on his ticket, the complainant should aver that the train on which he was carried was one which, under the rules of the company, should have stopped at that station. 2 Wood on Railroads, 1415.

YARDMASTERS' DEPARTMENT.

All communications for this department should be addressed to THE RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn St., Chicago, Ill., until further notice.

DENVER, COL., Feb. 22, 1886.

EDITOR MONTHLY:—Believing in right and justice to every one, the members of Div. 8, Y. M. M. B. A., wish to call attention of the railroad men throughout the country to one Rob't A. Lancaster, who is a member of the Des Moines Div. of Y. M. M. B. A. He came here last fall and by false representations, claiming his wife and children were destitute, and himself out of work, asked for and received assistance from the yardmasters and railroad men of this city. He worked for the D. & R. G., as switchman for about one month. After securing his pay, he borrowed more money to pay dues, etc., then left Denver between two days. He, on leaving, put up his room-mate's trunk as security for board. From here he went to Pueblo, and there attempted to pass himself off as a B. of L. E., but could not stand the test, but managed to go east over the A. T. & S. F. We would respectfully call the attention of all railroad men to him and request them to give him a wide berth, for he is no good. Is about 5 ft. 9 inches in height, weighs about 170 lbs., dark complexion. Had on a brown chin-chilla sack coat, and a brown derby hat. He is a smooth talker, and is always making a poor mouth. Respy. yours,

DENVER DIV. 8, Y. M. M. B. A.

MENTIONS.

—We regret to learn that the estimable wife of Bro. D. A. Wedge is on the sick list.

—F. S. Gould, a member of Elmira Division No. 9, is now on a stock ranch in Kansas and, as we are pleased to learn, is doing well.

—Thanks to some friend for a copy of the Florida *Times-Union*, containing an account of the formal opening of the J., T. & K. W. Ry.

—Bro. Kilpatrick has our thanks for a report of the proceedings of the last High Court of Foresters of Illinois, of which body he is High Secretary.

—The *Wanderer* for February comes to us full of interesting matter. Send ten cents to the *Wanderer*, Milwaukee, Wis., and read a sample copy.

—We regret to learn that Bro. Geo. H. Swinney, of Boone Division, has had the misfortune to lose an arm. We have no particulars as to the occurrence.

—Ashtabula Division No. 73 has received from Mrs. V. C. McFarlin, wife of one of its valued members, a handsomely embroidered altar cover, and they wish to return their sincere thanks for so useful and valuable a gift.

—Conductor Frank Keiser distributes cigars with a lavish hand, and all on account of another "new delegate" who raises a ten-pound weight, and Frank's smile is so broad that every one notices his "open" countenances.

—What one cent will do. Send your name and address on a postal card to the M. E. A. Co., 1267 Broadway, New York City, and obtain full particulars of a positive cure for nervous debility, and all sexual weaknesses without medicine.

—We note that "Joe Canthook," with some of whose writings readers of the MONTHLY are familiar, is about to publish a volume which will be entitled "Idle Moments on a Locomotive," and be dedicated to the Brotherhood of Locomotive Engineers.

—Divisions 3, 44, 47, 49, 66, 86, 93, 104, 114, 138, 151, have all had a pleasant and enjoyable reception and ball lately, and the MONTHLY returns thanks for being remembered in each case, and is more than sorry that it could not be represented at all, and also regrets that it has not space to publish a full account of each.

—*Dixie* for February comes to us, with more improvements, and both book and contents deserve more than the limited notice our space permits. It should be read to be appreciated, and it certainly should have a wide circulation in the North, with the many of us, whose knowledge of our neighbors in *Dixie* is very limited.

—Harrisburg Division No. 80 having surrendered its charter, the vacant number will be used by a division soon to be organized at West Farnham, Vt., and before this will have reached its readers divisions will undoubtedly have been organized at Belle Plaine Iowa, and Grafton, W. Va., while inquiries as to the Order and the way to proceed to organize have been received from various other places.

—E. H. Fargo, Chief Conductor of Milbank Division 99, has victimized some young lady, and has lately been enjoying a wedding tour. Bro. Fargo has our congratulations, and Mrs. Fargo our sympathy. Perhaps, though, she can manage to get along with a "railway conductor" after all, and may not appreciate the sympathy of the editor of the MONTHLY, but we have had a long acquaintance with conductors, and "know 'em."

—A neat card announces that Margaret Flavilla Denis, daughter of Mr. and Mrs. E. J. and C. E. Denis, was born Feb. 22, at Cambridge, Ill., and the proud father writes that while, unless there are radical changes in the customs of to-day, Miss Denis will not wield the deadly punch, he hopes she will become a valued contributor to the MONTHLY.

Don't forget to caution her not to become a victim of the punch wielded by a dashing young "knight" when she is a few years older, Bro. D.

—Not long since Royal Division No. 51 received an elegant set of silk banners for their hall, accompanied by the following letter:

Officers and Members of Royal Division:

Please accept this box and contents, and may your division at all times be able to claim from all good people the same esteem and good wishes, which these emblems carry with them from the donor.

MRS. B. F. CAPERTON.

The Division, in a well-written series of resolutions, unanimously returned its thanks to Mrs. Caperton for her beautiful gift. A copy of them reached us too late for publication in this issue.

—The *Two Republics* of the City of Mexico notes the death of Bro. Ambrose Nolan, of Division No. 159, a notice of which was given in the February MONTHLY. Bro. Nolan was kindly cared for by the conductors at Aspinwall, who are certainly brothers if not formally enrolled among us, and it was from them that his death was learned, the facts being sent by them to the grand secretary and by him to Division 159. The division at its first meeting thereafter adopted resolutions of respect to Bro. Nolan's memory and of thanks to the generous and kindly conductors who soothed his last moments with every possible care and comfort.

—Since the editorial on the P. R. R. Relief was in type we have received information that General Manager Pugh has issued a circular requesting representatives from every branch of the service on each division of the P. R. R. and branches, to meet him in conference in Philadelphia March 2, and advises the suspension of applications until after such conference. It is to be hoped that the objectionable features will be so modified that all employes will thereafter give it their hearty support. They certainly cannot be blamed for opposing it as it now stands, as they can get much cheaper insurance elsewhere, and are not obliged to resign any legal rights.

—We have sent to many of our friends during the past few weeks a fine nickel-plated lantern, and in every instance but one they have given entire satisfaction, and all with this one exception have reported themselves as highly pleased with their "premium." In several cases, more than one has gone to the same place; the first one sent inducing others to make an effort. As stated above, however, there was one exception. One brother wished both a Sunday and every day lantern, selected two globes, one plain and one colored, and in due time it reached him. We were much surprised to receive the next day a letter complaining that neither of the globes would fit the lamp, though one fit a little "quicker" than the other. We immediately wrote him to send the lantern, globes and all back to the manufacturers, and we would see that they were made to fit, even if they had to be cut bias with a gore on each side and hem-stitched on the ends. Nothing more was heard from this particular lantern for a long time, and feeling somewhat uneasy about the reputation of our premiums, we finally made inquiry of a member who we thought might know something about the matter, and whether it was this brother or a guilty conscience that prompted Bro. Parker, we know not, but we have received the following "confession," and the demands of justice and the MONTHLY are satisfied:

EDITOR MONTHLY:—Now, that I have "got onto the combination," the lamp you sent me is O. K., and gives good satisfaction; in fact, is a "daisy." The trouble was this—one of the globes was a little shorter than the other, and the cone in the top, which screws in, was adjusted for the shorter globe, and when I tried to force the top down with the long globe in I got the cone out of place, and then neither one would fit. When I was cleaning the lamp up to send back I discovered the "combination," and am happy.

And we'll bet a man in Battle Creek gets credit for the above from a majority of our readers, but then he is able to stand it, and the MONTHLY will give him space to plead 'guilty' or "not guilty" in its next issue.

In Memoriam.

"TWO WHITE HANDS CROSSED IN REST,
THE RACE IS WON."

Blackburn.—David Blackburn is dead—buried out of sight. No cleverer man, more courteous, obliging, open hearted person, ever graced our city, than he. No one ever walked our streets more generally beloved, or had more real friends, shook more hands, and passed more smiles. He was as true a friend to the poor and weak, and imbecile, as to the rich and mighty. For many years the whole community had traveling intercourse with him, and no living being could ever say, Dave treated them amiss, or was unconcerned toward them, or took one penny unjustly. The most poverty stricken, if in rags, the crippled, the halt, the blind, the man or woman forsaken, and especially the aged and infirm, all caught Conductor Dave's smile, and had his warm, loving hand, and his strength to aid them in and off at every station. The ladies and little girls, the boys and men, the poor and rich, gave him a friendly salute as he came and went by, and at all times they received his return words and kindness. If the whole community had voted for him to retain his position as conductor, ninety-nine of a hundred would have voted yes—yes, with a gusto. He was truly warm hearted and generous to a fault. I've seen him pull the bell, then halt and run out and meet some lady, or children, or gentleman, seize their baggage and take them to the train, help them on the cars, and then again, "All aboard," with as much joy as if it were his dearest loved ones at home. I doubt if firm greenbackers, or firm, true democrats, or firm republicans, can be found in all our sixteen thousand citizens, who in honest hearts, can say, "We or I, believe Dave Blackburn ever robbed the treasury." They all loved him, and all alike have stood by him in his sad situation, and soothed him with words of consolation. He had his weaknesses and it was more an inability to discern, than any purpose to do any wrong—which suddenly broke his kind heart, and sent him down in sorrow to the tomb, when his life might have been prolonged among us. *Humane est errare.* A more honest or a nobler man to grace a community never lived in our midst. To see him slowly come down, day by day, to a skeleton form, and hear his simple, childlike voice, and see him weep as if his very heart would break over his own misfortunes, would have stirred the heart of a stoic, and I think all would have had the greatest sympathy, and would throw over his grave the pall of forgiveness and love, had they heard his voice to the last hour, grieving out his very existence. He was overbalanced with a spirit of generosity and favor.

A thief, an embezzler—one who betrays the trust committed to his care, is not the one to grieve and weep his life away, and bring paralyzation upon his own body. They are steeled to their work, like the wilful murderer coming to his gallows. With Captain Burt, the noble old mail agent who ran with Dave for years, we visited him; and though all his theme was his grievances, we spoke words of cheer, words of hope, words of encouragement; and when his palsied hands and bony arms were reached out to us, tears came down his face like rain, and we went away with sorrow that so good a man as our brother Dave was, should thus pass from the dear society of affections and city relations to a premature end. Sleep, dear Dave, sleep sweetly with thy emaciated body until the resurrection morn then we trust thy spirit will be found with thy God in heaven.

JOHN.

Bro. Blackburn was a member of Griffin Division No. 66, and a valued one. After he left the service of the Ca C. B. & Q. he was elected treasurer of Lee county by a large majority, and held the office we think, three years. It is the almost universal opinion that the defalcation occurring was through trusted employes and that when it was brought to light, it surprised poor Dave more than any one else. That grief was the direct cause of his death there can be no doubt.

Pearse.—Walter Pearse, a member of Emporia Division No. 11, died January 25, after a lingering illness of about eight months. Bro. Pearse leaves an aged widowed mother and many warm friends to mourn his loss. Up to within a short time of his death, it was confidently expected that he would recover, but a change for the worse came, and our brother is no more on earth. Appropriate resolutions were adopted by the division.

Spangle.—Bro Myron Spangle, an esteemed member of Morford Division No. 26, was killed at Elkhart, February 26. No particulars of the sad accident are known to the MONTHLY.

Severance.—Mrs. T. H. Severance, wife of Bro. T. H. Severance, of Central Division No. 43. Resolutions of sympathy were adopted by the division.

HOW DOES YOUR WATCH RUN?

A watch impregnated with magnetism cannot "keep time." It will vary irregularly, gaining and losing and stopping, in the most annoying sort of way. It has been found that this magnetic or electric influence is the direct cause of the "queer freaks" and unaccountable behavior of fine watches, and is the secret enemy which has undermined the reputation and baffled the skill of our best watchmakers.

Giles Bro. & Co. have published a very interesting little pamphlet, describing the effect of magnetism in watches, which can be had free on application. It also describes the "Anti-Magnetic Shield for Watches," which has been proved to be a perfect protection against the magnetic and electric influence, and is especially advantageous in railway service where these influences are very strong, and will prevent the breakage of main springs in cyclones and magnetic storms. Your jeweler can furnish or procure you this protection; if not, send to Giles Bro. & Co., the Chicago jewelers, for a descriptive circular which will be mailed free on application.

3-10

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3-8

GRAND OFFICERS OF

THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.

Assistant Grand Chief Conductor.—EDMUND COMAN, Kansas City, Mo.

Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.

Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.

Grand Junior Conductor.—WILLIAM W. FLACK, Quincy, Ill.

Grand Inside Sentinel.—CHAS. W. EVARTS, Meadville, Pa.

Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.

HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.

ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.

WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.

W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOSEPH H. KIMBALL, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., C. K. Cross, Continental hotel; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m., in Stendt's hall, over 198 East Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2336 South 11th st.; Sec. and Treas., A. V. Schermerhorn, 1235 Lynn st. Meets 2d and 4th Sundays in each month at 2:00 p. m., in Ghio hall, corner 9th and Pine Sts.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas., Frank M. Chapin, box 87. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 196 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Rectallick, box 1596. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 154 Travis st.; Sec. Z. T. Buse. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., O. Sackett, Lock Box 6, Avon, N. Y.; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec. C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin, lock box 1060. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa.; Sec., P. F. Duffy, 1602 Price st., W. Scranton, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martan, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 2 p. m., in hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., H. Hussey; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Oreston Div. No. 21, Oreston, Ia.** C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughbridge, lock box 1226. Meets 1st and 3d Sundays of each month at 2 p. m., in I. O. of O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia.** C. C., S. W. Derrick; Sec., C. H. Matthews. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, W. tertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon. Meets 1st and 4th Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2:30 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, lock box 622. Meets every Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., W. G. Murray, Sec., W. C. Wright, box 404. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, North Springfield, Mo.; Sec. and Treas., R. E. Ivett, North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C. B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets every Thursday at 1 p. m., in K. of P. hall, Water st.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., A. K. Waddell, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 7 p. m., A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 West Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 2 p. m., commencing Feb. 31, '86, in A. O. U. W. hall, corner E. 6th and Locust sts.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, hall on Broadway.

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Leppu, box 73; Sec., T. G. Murphy, box 117. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 386 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 203 Michigan st.; Sec., A. L. Vannaman, 519 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. Ry.; Sec., Jos. Fahey, care C. P. Ry. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 2:00 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Ciperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, Sec., F. Rosenkrans. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garretson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Apgar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 7, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m., Elko hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell; Sec., J. C. Sheldon, Quaker st., Schenectady Co., N. Y. Meet 1st and 3d Mondays at 7:30 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey; Sec., J. W. Hausel, box 365. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 53, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., A. E. Gaylord, No. 200 South Ninth st. Meets 1st and 3d Sundays in each month, 10 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, Portage, Wis.; Sec., Geo. J. Johnson, box 252. Meets every Sunday in each month, at 2:30 p. m., Hammond building, opp. C. M. & S. P. Ry. depot.
- Leffett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 7th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., M. A. Wolcott, 130 W. 14th st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., H. F. Allen, box 250. Meets 1st and 3d Saturday evening, in Fireman's hall.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall.

- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., G. G. Newell. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Feathergill, 429 Park ave., Chicago, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in B. of L. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Parker; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., Alex. Fulton. Meets 2d and 4th Sundays in each month at 11 a. m.
- Artec Div. No. 85, Winslow, Arizona Terr.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., E. Valentine, Jr., box 335. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesent; Sec., T. A. Morcau, box 26, South Quebec, P. Q.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday and 3d Sunday of each month at 1:30 p. m., cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. A. Dean, box 182. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 1102; Sec., C. D. Rossetter, box 767. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., S. M. Freeman; Sec., Chas. Wimsatt, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Sundays in each month at 2 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., A. W. Glenn, 462. Meets 2d and 4th Sundays in each month at 2 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin; Sec. and Treas., G. T. Walker, box 268. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 24 Betts st; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 570. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. E. Holden, Boyce, La.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets every Sunday at 12:30 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Burnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m., from Nov. 1 to Mar. 1, and 10 a. m. from April 1 to Oct. 31.

- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., C. A. Henderson; Sec. and Treas., B. G. Warthen, box 1318.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 207. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Bush st.; Sec., Wm. H. Dyne, 1116 Wool 1st, West Oakland. Meets 1st Saturday in each month at 4:30 p. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, No. 35 Eddy st.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 557; Sec. and Treas., Wm. E. Finch, Box 129. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., W. S. Hubbard; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb; Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., R. J. Mantz, 517 Pine st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves; Sec. and Treas., C. D. Knowles, box 343.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook, Sioux City, Iowa; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 2 p. m., in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 311 North Ringo st.; Sec. and Treas., Jabez Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., F. W. Adams. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., M. L. Blanton. Meet 2d and 4th Saturday in each month, at 9 a. m., No. 33 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Saturday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., and 2d and 4th Monday at 7:30 p. m., in each month, in Red Men's hall.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 1st and 2d Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Juneson; Sec. and Treas., Wm. A. Mills. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1314 Pennsylvania ave.; Sec. and Treas., Chas. C. Weaver, 631 Boas st. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., John Connor; Sec. and Treas., Robert McDowell. Meet 1st, 2d and 3d Sundays in each month in Odd Fellows hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, box 567 West Gardner, Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira C. Sherry Div. No. 147, Easton, Pa.** C. C., Thomas Callahan 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.

- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris,** box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C., John M. Evans,** 14 Broadway; Sec. and Treas., C. T. King, 66 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m., in G. A. R. hall.
- Providence Div. No. 151, Providence, R. I. C. C.,** Geo. D. Willbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st.
- Richmond Div. No. 152, Richmond, Va. C. C.,** G. W. Taylor, 217 North 18th st.; Sec. and Treas., J. T. Johnson, 125 East Broad st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** Wilson Marsden; Sec. and Treas., E. H. Blakeslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.,** W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,** H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, box 159. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.,** Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C.,** W. R. Mooney, care B. & L. Ry.; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,** W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.,** J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.,** Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C., C. F. Brown;** Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham,** 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa. C. C., J. M. Richards,** P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C.,** J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C.,** A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Union hall.
- Licking Div. No. 166, Newark, Ohio. C. C., Owen Stanton;** Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y. C. C.,** D. G. Eggleston, Richmond, N. Y.; Sec. and Treas., L. O. Rand, 41 West 9th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C.,** A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C.,** S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Franklin Hall 1st and 3d Sunday each month.
- Camden Div. No. 170, Camden, N. J. C. C., E. G. Blaisdell,** W. J. Ry' depot; Sec. and Treas., J. F. Ancker, P. R. R. depot. Meets 1st Sunday, 2d Saturday and 3d Tuesday in O. U. A. M. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C.,** T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughty, 31 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C.,** W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb. C. C.,** Geo. W. Dwinell; Sec. and Treas., T. S. Heck.
- Thayer Div. No. 174, Thayer, Missouri. C. C.,** P. Fowler; Sec. and Treas., J. B. Stanton. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C.,** T. B. Bilingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Ripley, Tenn. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C.,** Robert Richardson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 1 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C., R. A. McCrae,** 236 Juniatta st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 1st and 3d Mondays in each month at 2 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C., W. H. Scholes,** 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, 56 N. St. Louis st. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C.,** William Beales; Sec. and Treas., C. C. Fellows, 203 Hancock st. Meets 1st and 3d Sunday at 1 p. m.
- Atlanta Div. No. 180, Atlanta, Ga. C. C., J. H. Latimer,** box 305; Sec. and Treas., W. N. Johnson, 11 Bailey st.
- Chillicothe Div. No. 181, Chillicothe, O. C. C.,** Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 1st and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C.,** J. McCain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C., S. M. Taylor,** Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

Blue Ridge Div. No. 184, Charlottesville, Va. C. C., W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.

Selma Div. No. 185, Selma, Ala. C. C., W. H. English; Sec. and Treas., G. B. Finley. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

Birmingham Div. 186, Birmingham, Ala. C. C., J. T. Alexander; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.

Sunbury Div. No. 187, Sunbury, Penn. C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C., T. C. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month.

East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., J. R. Osborn.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

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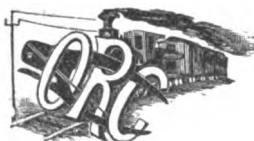
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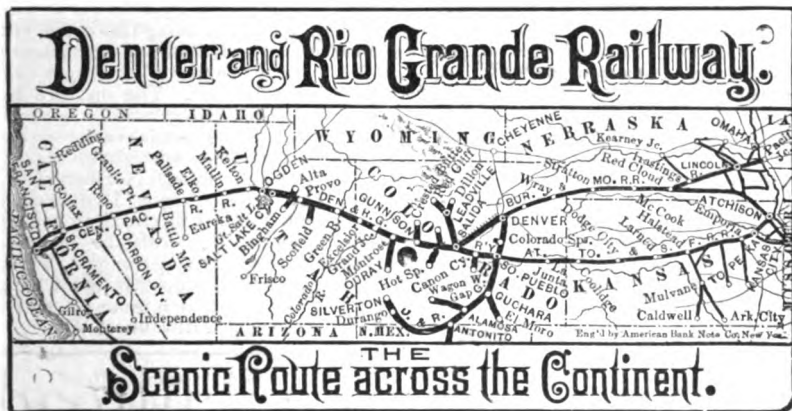
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Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Benefit received, \$32.14.
 Geo. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Benefit received, \$25.00.
 A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Benefits received, \$170.22.
 Dave Earhart, Big Four Railway, accident caused by helping lady off train. Sprained wrist. Loss of time, three weeks and four days. Benefit, \$88.48.

Trustees are appointed on each Division. All losses are paid through the Trustees, and quarterly payment may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. The following are a list of Trustees appointed up to date. The Association expects to appoint a Trustee on every railway division of the United States and Canada before another year rolls round. *Don't delay, Accidents will happen.*

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Edward Kein, D. L. & N. Railway, Big Rapids, Mich.; Chas. E. Miles, O. & M. Railway, Cincinnati, O.; John Sullivan, Memphis, Tenn.; J. J. Woodward, C. & E. Ill. Railway, Chicago, Ill.; Harry Francisco, L. N. A. & C. Railway, LaFayette, Ind.; John O'Neil, C. C. C. & I. Railway, Springfield, O.; Edw'd E. Lawrence, B. & W. Railway, Brunswick, Ga.; David E. Meade, C. N. O. & T. P. Railway, Cincinnati, O.; Clarence Bargdell, Illinois Midland Railway, Peoria, Ill.; Robert C. Diggs, Illinois Central Railway, New Orleans, La.; Edw'd Wood, C. & O. Railway, Mt. Sterling, Ky.; Allen D. Hart, C. & G. T. Railway, Chicago, Ill.; John E. Broadstreet, E. T. V. & G. Railway, Selma, Ala.; D. R. Bolton, N. Y. C. & St. L. Railway, Bellevue, O.; G. D. White, C. St. P. N. & O. Railway, Bayfield, Wis.; Pat. Halloran, C. O. & S. W. Railway, Paducah, Ky.; G. W. Roberts, L. & N. Railway, Louisville, Ky.; Edw'd Kennedy, C. B. & Q. Railway, Villisca, Iowa; Jos. E. Sculley, G. C. & Sante Fe Railway, Ft. Worth, Tex.; Chas. J. Hausler, K. C. St. Joe & C. B. Ry., Kansas City, Mo.; Geo. J. Johnson, C. M. & St. P. Ry., LaCrosse, Wis.; Richard Cornell, Pleasant Hill, Mo.; Benj. G. Gordon, I. D. & S. Railway, Indianapolis, Ind.; Jacob L. Argabrite, A., C. & I. Railway, Ashland, Ky.; Chas. T. Robinson, D. & Rio Grande Railway, Denver, Col.; C. W. Avery, A. T. & Sante Fe Railway, Topeka, Kan.; Z. J. Goodwin, Memphis, Tenn.; C. D. Waterhouse, C. Short Line, St. Louis, Mo.; Jeff. Peterson, Wabash Railway, Michigan City, Ind.; Chalmers Brown, C., I. St. L. & C. Railway, Indianapolis, Ind.; E. W. Alexander, C., St. L. & P. Railway, Logansport, Ind.; John U. King, I. & St. L. Railway, Indianapolis, Ind.; A. S. Catherwood, L., N. A. & C. Railway, Indianapolis, Ind.; W. B. Bryant, C., I. St. L. & C. Railway, Indianapolis, Ind.; Thad. Gregory, C. I. Railway, Oskaloosa, Iowa; J. N. Jones, Iron Mountain Railway, St. Louis, Mo.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y,

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is
2. Age.....
3. Address.....
- County.....
4. State whether you have a through or accommodation run.....
5. Give name of railroad.....
6. If extra conductor, state so.....

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to
 Name in full

Residence.....

Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.....

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....
 Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

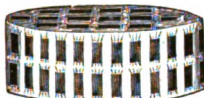
Date.....

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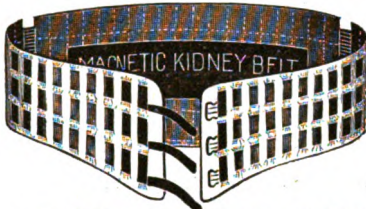
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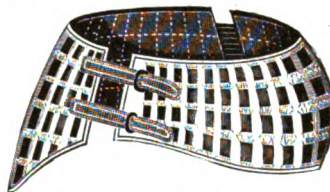
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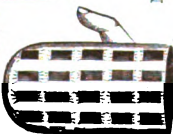
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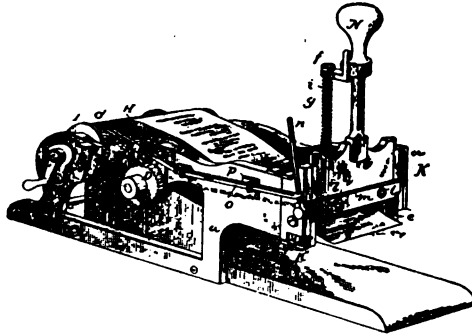
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All trains of the Lehigh Valley run directly into the heart of the City of Philadelphia, (9th and Green Streets Depot), New York terminus, Pennsylvania Railroad Depot, foot of Cortland or Desbrosses Streets. Trains leave Buffalo (Erie R'y Depot) 9.00 a. m.; 4.40 and 10.00 p. m. Returning, leave New York (Pennsylvania R'y Depot), foot of Cortland or Desbrosses Streets at 8.10 a. m.; 3.40 and 7.00 p. m. Leave Philadelphia (P. & R. R. Depot), 9th and Green Streets, at 9.00 a. m.; 4.15 and 8.00 p. m., for all Points in the West, Northwest and Southwest.

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Volume 3.

APRIL, 1886.

Number 4.



RAILWAY CONDUCTOR'S MONTHLY

WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,
Associate Editors.



ORANGE SACKETT,
J. B. W. JOHNSTONE,
Associate Editors.

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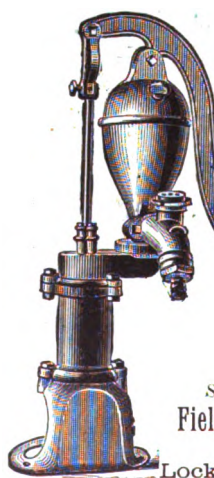
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RAILWAY CONDUCTORS' MONTHLY.

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THE DIXIE CO.,
ATLANTA, GA.

THE RAILWAY CONDUCTORS'

—MONTHLY.—

Volume III.

CHICAGO, ILL., APRIL 1, 1886.

No. 4.

A FRIEND.

Lines Written on My Fiftieth Birthday for the MONTHLY.

Yes, a friend, as I supposed, although a year had passed since we had met,
Yet in that one short year how many a burdened sigh and sad regret
My friend had known, I could not tell, but only thought that I would speak,
Then reaching forth my hand, one was returned, yet I thought, so formal and so
weak.

"Ah, this is you!" my friend replied, and I, scarce thinking we would meet,
Was not prepared as oft times before a casual friend to greet.
These thoughts were not expressed in words, but a look the story told
As plain to me as if the letters written in words of burnished gold.

Come sit by me and I will ask in pleasantry, have I so changed,
Have all the good things I have wished for thee, become so far estranged,
And I, become as one in life, just a passing thought gone by,
That I should scarcely be known to thee, even lose my identity.

But still the situation all unchanged, and gladly would I have turned
Away, but seeming to me discourteous; so one lesson I truly learned,
One I thought not of before, 'tis true, yet it told me never to condemn
And sit in judgment on one who never knew I was a friend to them.

Perhaps it best that even I never had, for you might think that I
Were seeking friends because we seek all things in life that please the eye,
And now be told in grief perchance, and not a sunbeam lend,
That I ever was, am now, and ever will be your friend.

Yet not one word like this was spoken, but thoughts oft quickly pass,
As one can read reflections so well without looking in the glass,
And thoughts oft travel fast, yea swift, without any regard to space,
And quick replies, though not one word, while standing face to face.

I only knew that I was glad to meet my friend again,
But still their thoughts I could not read, I feared it gave them pain.
For fear it might, I turned away, before I could even know
Whether we were friends as I supposed, or strangers as a year ago.

Almost forgotten one little thing, how strange such things can be,
 Had never even stopped to ask whether they were friends to me!
 Dare not ask now although I would, once almost tempted to,
 Not certain then, nor certain now just what I ought to do.

One thing I know I must have said, that days, nor months, nor years,
 'Mid all their joys and pleasures, or amid their sighs and tears,
 Could never efface their memory, although silently we keep
 The impress of the friends we love in a recess hidden deep.

And then we said good-bye. Ah, how often been said before!
 And, alas, we know not how quickly it may be said no more.
 And I might never have known to-day, a mystery still to be,
 If I had not taken my friends' right hand when they said good-bye to me.

E. H. BELKNAP.

AN OLD ACQUAINTANCE.

A few days ago, while an old grey-haired man was sitting in one of our hotels, a stranger got off a train which had just arrived and passed through the waiting-room. He eyed the old man closely, and over the face of the latter flashed a look of recognition.

"Pardon me," said the stranger, "your face has a familiar look to me, yet I cannot place you! Perhaps I'm mistaken."

"Oh, no," answered the elderly gentleman, "I know you are not mistaken. I know you like a book."

"Indeed!"

"Yes, sir, you used to board with me."

"Is it possible?" said the stranger.

"Yes sir, and you left without paying your board."

"That, sir, cannot be," said the new-comer, very much confused.

"Oh, but it can. I say you left without paying your board, and you left in the night."

By this time the stranger was furious. He grew red with anger, and intimated that only the grey hairs of the tormentor saved him from violent treatment.

"You need not get mad," said the old man coolly, and enjoying immensely the stranger's discomfiture. "You did all these things and left your baggage behind you."

"See here, old man, who in — are you, any way, and where are you from?"

"I am sir, Captain Jack Warner, and you are Quartermaster Murphy, and you escaped from the prison at Libby while I was commissary of that institution."

"My God!" was the stranger's ejaculation, as he warmly clasped the

hand of the old ex-rebel, "are you, indeed, the old commissary? Well, you are right. I did board with you; and I gave you the slip, too," he continued, laughing.

Quartermaster Murphy belonged to a New York regiment and was captured and sent to Libby. It was the practice of the rebels to allow those persons who were practitioners of medicine to attend the sick in the prison hospital. They were allowed the freedom of the grounds, to come and go at will. One day a green sentry would not allow the men to pass, when he was sharply reprimanded by Captain Gibbs, and told that those men who wore red ribbons on their coat lapels (this was the insignia of the doctors) should pass unmolested. Murphy overheard this and profited by it. In the inside of his vest he had some red flannel, and tearing off a strip, he pinned it to his coat, and, watching his opportunity, he got past the guard and reached the Union lines in safety.

The meeting described herein is the first since those days when, as captor and captive, they dwelt within the walls of the famous Southern prison.—*St. Louis Republican.*

THE JUDGE AND THE LAW.

"Old man, the charge is assaulting
An officer of the court,
And resisting the execution
Of a warrant (says the report),
In a suit for rent non-payment,
By a Mistress Mary Lee.
Are you guilty, or not guilty?
I'm ready to hear your plea."

"Well, Jedge, I 'spec' I'se guilty
On medjermment by de law
On whut I dun ter de ge'man,
An' jedgin' hit in de raw; [mun',
But, Jedge, w'en yer yeahs the state-
How de fracas cum ter be,
I hope yer'll make de sentuns
Ez light ez yer kin on me.

"Yer see, Miss Mary am sickly,
A puny mite ob a t'ing,
An' loss her onlies' husban'
Dess a yeah ago last spring.
Dey wuz po' and libbin' skimpy
On de leetle he yearn'd at law,
'Kase dey nach'ully loss der forchin
At de bustin' up o' de Wah.

"An sense Marse Lee wuz taken
An' lef' her all alone,
She ain't had but almost nuffin'
Dat she cud call her own.
An' me an' my ole 'oman,
A knowin' her sense she's bo'n,
Divided our rashuns wid'er,
To he'p'er, off an' on.

"But yist'day mawnin' 'arly,
W'en dis bailiff cum ter han'
An' swo' he uz gwine to lebby
On her eb'ry pot an' pan,
I beckon 'im 'round do co'ner,
An' axed 'im 'Don't be brash,
An' I'll git yer up der munny
By pawndin' sum o' my trash.

"But he wouldn't wait fer a minnit
An' sed dat she had ter go—
Dat he 'uz gwine ter seeze de premiss
An' batten up de do'!
Den, Jedge, I ferget he 'uz bailiff
An' survin' a writ ob cote—
Fer my h'art an' mem'ry tangled
An' lodg'd heah in my th'ote!

"I dess seed dat bailiff libbin'
 Fer long befo' de Wah,
 In er house Old Marster gib 'im
 'Ter sheltah his po' ole ma;
 An' de patch he had fer nuffin'
 On de udder side de creek—
 An' me a-totin 'em rashuns
 Dess cons'unly ebery week.

"An' de way dis bailiff wuz actin'
 Ter ole Marse's onlies' chile
 Dess made my han's feel savidge
 An' all my blood ter bile!
 I fergot erbout cote an' cullers,
 An' de case warn't none o' mine,
 I wuz back on de old plantashun
 An' a-actin' on dat line!

"An' dat am de reezln, jestly,
 I couldn't keep onder check,
 But tuck 'im up by de slack-ban'
 An' by his skrawny neck
 An' liff'ed 'im ober de pickets,
 But dar I los' my grip—
 An' dat's whut made 'im, I reckon,
 Hit de pabement so k'bliff!"

"That will do," the Jedge said dryly;
 "Code, section eighteen—ten—
 Some ass put that here, likely—
 But you're discharged, Old Ben!
 Put up that window there, bailiff—
 It's too warm here for me!
 Mr. Clerk, say 'fined five dollars,'
 And here's your green old V."

—*Sam W. Small in Atlanta Constitution.*

THE ORIGIN OF SOME WORDS.

The English word saunter owes its origin to the customs of the Middle Ages. During the Middle Ages almost everybody who had any social status and could steal a horse to ride, went off on the crusade to rescue the holy sepulchre and keep out of the way of his creditors. Many of the crusaders like Artemus Ward's substitute left their spines, shoulder blades, etc., to bleach on the battlefields of Virginia in fierce battle with the Paynim.

However, not all of the crusaders did that way. Some of them brought their anatomies back with them. There was an immense number of crusaders who got tired of the "On to Jerusalem" business, and applied for free passes to come home and vote. All Europe was infested with sufferers from the Holy Land. It will be remembered that after the Chicago fire the number of sufferers from the Chicago fire who wanted assistance was very large, all over the country. Just so was it in Europe after a crusade. During the Middle Ages when a sore-eyed tramp hammered at the postern gate of an inaccessible castle, and requested the temporary loan of some aged bread and antique cheese, the seneschal would howl at the mendicant through a hole in the portcullis and ask him why he didn't go to the corner grocery and invest his money in bread and cheese, or why he didn't apply for a position on the board of public works.

On all such occasions the tramp would reply with a sigh, "Sainte Terre" meaning "Holy Land." In other words he was a Jerusalem sufferer. He was just back from rescuing the holy sepulchre from the Paynim and was strapped.

That usually fetched the vegetables, and perhaps a nickel for car fare.

So numerous did the returned crusaders become, and such fine, large healthy appetites did they bring back with them from the Holy Land, that prayers were offered up in the churches for the success of the Saracens to remove for cause or disembowel the very last crusader. The failure of the Saracens to bag all the crusaders was very much deprecated by the good Christians at home, who had to remove the wrinkles from the stomachs of the returning knights by filling them up with cold meat and potatoes.

These returning crusaders, however, enriched the English language with a new word, which is still in active use, viz., the word saunter, which is a corruption of Sainte Terre. A Sainte Terre, or saunterer, was a terror indeed. He was a man who had no visible means of support, and who strolled along in an aimless sort of a way as if he had a divine mission to do nothing, and was given three eternities in which to fill his contract, with permission to apply for more time if he needed it.

Anybody who has observed a tramp or a policeman saunter along will recognize at once the fitness of the appellation of the word saunter.

There are a number of words in the English language that have an interesting origin. A certain Dr. Lamb made himself unpopular in the days of Charles the First, and the public-spirited neighbors pounded the life out of him with clubs, hence the verb, "to lam." The word wallop has a similar origin. The English Admiral Wallop thrashed the Dutch fleet so many consecutive times that to wallop a man was equivalent to giving him a thrashing.

The word dun was originally the name of a Scottish bill collector who was in the habit of slamming delinquent debtors down on the ground and walking about on their prostrate bodies when they hesitated about paying. When a man complained that he could not collect a bill, people said to him, "Why don't you give it to Dunn? Why don't you dun him?"—*Texas Siftings*.

RUNNING THE WEEKLY.

In the twilight, in his sanctum, sat the editor alone,
And his mighty brain was throbbing in a very lofty tone;
But he checked a deathless poem, that was fraught with fancies dim,
And he thought of Quill, his "e. c.," and contrived a pit for him.

Then he stopped right in a leader on the European war,
While he wrote a puff for Barleycorn's new family grocery store;
And just as he got started on the "Outlook of To-day,"
The foreman came to say the comps had struck for higher pay.

Then he started on a funny sketch, a fancy bright and glad,
When Slabs, the undertaker, came to order out his "ad.;"
He smiled and wrote the title: "The Reflections of a Sage,"
When the panting devil broke in with: "They've pled the second page!"

He sighed, and took his scissors, when the ever-funny bore
 Said: "Ah, writing editoria—" then he weltered in his gore.
 And as the scribe was feeling happy, writing up the fray,
 His landlord came to know if he "could pay his rent to-day?"

In deep abstraction then he plunged the paste brush in the ink,
 And stammering: "Thank you, since you will insist on it, I think—"
 When from the business office came the cashier: "Here's a mess!
 Composish & Roller's put a big attachment on the press."

Then broke the editorial heart; he sobbed, and said, "Good-bye!"
 And forth he went, to some far land, from all his woes to fly.
 But ere the second mile was flown he sank in wild despair—
 The Wabash line took up his pass and made him pay his fare!

—Robert F. Burdette in *Brooklyn Eagle*.

IT BOTHERED HIM.

Bill Nye says of his experience at the Fifth Avenue Hotel: "I found something yesterday at the table that bothered. It was a new kind of a silver dingus, with two handles to it, for getting a lump of sugar into your tea. I saw right away that it was for that, but when I took the two handles in my hand like a nut-cracker and tried to scoop up a lump of sugar with it, I felt embarrassed. Several people who were total strangers to me smiled.

"After dinner the waiter brought me a little pink glass bowl of lemonade, and a clean wipe to dry my mouth with, I reckon, after I drank the lemonade. I do not pine much for lemonade, anyhow, but this was specially poor. It was just plain water, with a lemon rind and no sugar into it.

"One rural rooster from Pittsburg showed his contempt for the blamed stuff by washing his hands in it. I may be rough and uncouth in my style, but I hope I will never lower myself like that in company."—*Exchange*.

For the MONTHLY.

A GHOST STORY.

I have been connected with the L. & N. system for the past twenty-three years, and have made many hairbreadth escapes, but have never sustained greater injury than having a finger mashed. I have been a conductor eighteen years, and a yardmaster four years, and I have never had a brakeman or a switchman seriously hurt, and my train never struck man or ghost until the spring of 1877. I was then running a local freight train on the Southern division of the Memphis line; we were descending a grade of about forty feet to the mile, and running at a speed of about forty miles per hour. The morning was cold and chilly with a white frost covering everything that was not artificially warm enough to prevent its formation,

and as we glided along "the wind whistling through our whiskers," by the strong light of the headlight I observed an object ahead of us. I was sitting on the fireman's side of the engine; I reached for the bell rope, but failed to grasp it; I then looked up, and taking hold of the cord, was in the act of ringing the bell, when, casting a glance ahead, to my horror I saw the form of a man standing erect, with arms akimbo, and motionless as a statue, facing and gazing wildly at the headlight. He was hatless and coatless, his hair seemed to stand on end like the quills on the porcupine, his eyes apparently as large as saucers; one side of his face seemed of a dark hue, and the other of an ashy white. I made an effort to call the attention of the engineer to the figure before us, but I was almost paralyzed with horror. My tongue cleaved to the roof of my mouth, I could not utter a word; no tongue can describe my feelings at that moment. I looked to see him come through the cab window, or go over the smoke-stack, but my expectations were not realized. I knew that it was an impossibility for him to have got off on the other side, for the engine was but a few feet of him when I lost sight of him. I finally gained my power of speech and told the engineer that we had struck a man, and he had best call for brakes and stop the train as soon as possible. He asserted that he had seen nothing on the track, and that I was certainly mistaken; I assured him that I was not mistaken, and that we had either run over a man or a ghost, and he must stop the train. A few sharp blasts of the whistle, which was promptly responded to by the brakeman, stopped the train. I got down on the engineer's side of the engine, and he on the other side; he, with his torch, and I, with my lamp, examined carefully the drivers and machinery, but could see no trace of blood or flesh. We met at the pilot and could see nothing on the slats to indicate that we had struck anything. "There now!" says he, "I told you it was a ghost," and at that instant raised his torch and looked up on the pilot. There lay a man against the front end of the engine glaring wildly at us; one side of his face was covered with wheel grease. He commenced crying, and asked, "What he had done?" I told him he had come near losing his life. We lifted him from his peculiar position and placed him again on terra-firma. I told the engineer to pull the caboose down, and we would take him to the next station and send him to Memphis on the passenger train. With the assistance of one of the brakemen, I put him in the caboose and laid him on one of the cushioned seats. I then signaled the train ahead. We soon arrived at Shelby station, and I had some local freight for that place, after unloading which I had the engineer pull the caboose down for the purpose of leaving my "ghost" with the agent. What was my surprise to find him standing on the platform ready to get off, and *did* without any assistance.

I inquired his name, which he gave me, but this was all the sense I could get out of him.

Having a morning Memphis paper in the caboose, I glanced hurriedly over it, and discovered a notice that a man by that name had escaped from the lunatic asylum a few days previous.

I afterward learned that several trains had come near striking him, and this accounted for the black wheel grease on one side of his face.

The strangest part of the story is, that not a mark or a scratch was found on him to indicate that we had struck him, which was a miracle considering the rate of speed at which we were going when we scooped him up.

But Engineer Elmore will never be whiter in his coffin than when he saw my "ghost," as he called it on the pilot of his engine.

AN OLD CONDUCTOR.

"THE TRAMP."

For the MONTHLY.

A silly young rascal accustomed to tramp,
Through the fine sunny months, neither rainy nor damp,
Began to complain when he found in the East
His clothes were too gauzy, and "hand-outs" had ceased,
Not a crumb to be found on the snow-covered ground.
Not a friend could he see, who would with him agree.
Oh, what will become, says the fellow, of me!

At last by starvation and famine made bold,
All dripping with wet and trembling with cold;
Away he set off, looking quite lean and gaunt,
To see if some "pal" would get sorry, and grant
Him half of his bed. A mouthful of bread?
He wished only to borrow, he would pay it to-morrow,
If refused, he would die of starvation and sorrow.

Says the "pal" to the fellow, "You know I'm your friend,
But I'm now in a fix that I've nothing to lend;
Yet tell me, dear sir, did you lay nothing by
To eat when you're hungry? Says the fellow, "Not I!
I'd such appetite that I ate day and night,
For 'hand-outs' were flush, now and then milk and mush."
"Go then," says his pal, "and this whimpering hush!"

When thus he had spoken, along came a train,
Among them some "empties." No time to explain,
He jumped in a box-car and sped away South
To a more genial clime for his clothes and his mouth,
Where he could *not* find work,—for we know he's no shirk(?)
Where all nature looks gay on a sunshiny day,
For he found it more pleasant—this begging and play.

While speeding along about "thirty-per-hour,"
And heavy black clouds denoted a shower,

When "rounding a curve," the train gave a swerve
And went in the "ditch," which event thus did serve
To ignite from the friction some burst kegs of powder
Which dealt great destruction, crushed tramp into chowder,
And with this destruction, as heretofore stated,
The train, freight and tramp in a heap were "cremated,"
Thus ended career of this rascally scamp,
And such is the fate of many a tramp.

*BIBLICAL AND HISTORICAL EVIDENCES OF FREE
MASONRY.*

For the MONTHLY.

The wants and calls of nature impelled our first parents to labor for their subsistence and the inclemency of the seasons called for habitations to shelter them from the heat and cold, from the scorching fervor of the meridian sun, and from the overwhelming influence of midnight damps arising from mists and vapors with which the earth was watered. Here they cultivated the barren ground, and with infinite fatigue, procured their daily food. Cheered by divine goodness and penetrated with gratitude and love to the great Father of mercy, they never again deviated from the path of purity and devotion. Cain, by the mercy of God, being protected from the summary vengeance of his fellow-man migrated from the residence of his parents into the land of Nod. Here, a few of his immediate descendants retained so much virtue as to exert the faint remains of their Masonic talents for the benefit of mankind. Thus Jabal, the sixth in descent from Cain, invented the use of tents; Jubal, his brother, invented music, and Tubal Cain, his half brother, invented the art of forging or working metals. The high antiquity of seven liberal arts and sciences carries us back anterior to the days of Abraham, and shows with what avidity our ancient brethren pursued knowledge, even after they had deviated from the true worship of God. To trace these sciences back to their original may be counted an adventurous task, but if amidst the doubtful evidence which remains of these times, we can assure you that there have been discovered, and is now preserved in the Bodleian library a manuscript which gives you a clear and positive history of the liberal arts; it will be sufficient to convince every unbiassed mind that Masonry is not a negative institution, but that it is of some actual benefit to mankind, or can we overlook the benefit to succeeding ages of the fidelity of Enoch to the cause of Masonry in his wonderful vision on the holy mountain in which those sublime secrets were revealed to him. He built a temple in the bowels of the earth, the entrance to which was through nine, several porches, each supported by a pair of pillars, and curiously concealed from human observation. The perpendicular depth of this temple was eighty-one feet from the surface. Nine arches were formed

to this cavern in the bowels of a mountain, which was afterward denominated Calvary in the land of Canaan, and the temple was dedicated to the living God. He then made a plate of gold in the form of an equilateral triangle, each of whose sides was eighteen inches, which he enriched with precious stones and encrusted on a triangular agate of the same dimensions. On this plate he engraved the ineffable characters he had seen in his vision, and alone in silence and solitude he descended through the nine portals into the temple and placed this in valuable treasure upon a cubical pedestal of white marble. As the world increased in wickedness, and the threatened destruction visibly approached nearer and nearer, Enoch, trembling for the fate of those useful arts and sciences which he had invented or improved, proceeded without delay to provide for their transmission to future ages for the accomplishment of which his knowledge of letters lent the greatest facility. Upon a high mountain, therefore, he erected two great pillars, one of marble and another of brass, to preserve the true principles of science for the benefit of a future world; the former of which he conceived would withstand fire, and the latter water. On these he engraved the elements of the liberal sciences including Masonry, and also a notification that he had concealed a valuable treasure in the bowels of the earth, which contained the essence and end of Masonry, and was consecrated to the only true and living God. Let him that hath wisdom find it. To confirm this apparent historic tradition, we have the writings of Dr. Young taken from the writings of Diodorus, who wrote in the fourth century, and whose writings upon this subject were translations from manuscripts upon papyrus found in the tombs of the mummies. We have also the discovery of the two pillars erected by Enoch on which are engraved the elements of the liberal arts and sciences familiar to the people of those times; these pillars were discovered recently in the explorations around Jerusalem. We think we have elucidated how Masonry was transmitted to posterity after the flood, which is the most obscure question with which the Masonic student has to deal, and over which there has ever hung an impenetrable veil; this veil must be rolled back by the zealous inquirer after truth and light, and in our feeble attempt we feel that we have placed ourselves upon a sure prophetic and historic basis.

The period four hundred and seventy years immediately succeeding the deluge to the offering of Isaac is marked by one very important event in the world's history, the building of the tower of Babel, the confusion of tongues, and the universal dispersion of the people. We cannot enter too largely into the origin and planting of nations; it would be a discussion too wide and uncertain for our present limits, nor is it necessary. We may, however, remark that India and Egypt were the great schools of the world. Here all wisdom and learning were concentrated at a period when ignorance and barbarism characterized almost every other people, and even in the

most early times Egypt sent out colonies into divers nations for their civilization and improvement. The first act of Noah, after his escape from the general destruction of all created flesh, was an act of gratitude and devotion to his Great Preserver. He erected an altar and offered a burnt offering of every clean beast and fowl. Here God covenanted with Noah that He would no more destroy the world by water, and placed a rainbow in the clouds as a token which was to remain as a perpetual memento of His most gracious promise. In process of time the unnatural conduct of Ham elicited his father's curse. He denounced judgment upon his posterity, and particularly on Canaan, which were inflicted with unremitting vengeance. His immediate posterity partook largely of their progenitor's perversity, stimulated probably by the curse. They removed by gradual migrations from East to West until they found themselves on the plains of Shinar about a century after the deluge. The children of Japheth principally accompanied them, and on these immense plains they laid the foundation for a mighty kingdom which, under the name of the Babylonian monarchy, continued in a flourishing state for many centuries. Here they formed the great project of erecting a tower, whose height and magnitude should be sufficient protection against any future inundation of the world. A part of the race of Shem, who had been induced to join in the migrations of mankind under their respective patriarchs, were united with Ham and Japheth in the construction of this tower. They did not, however, suspect what was the secret design of Nimrod, and therefore engaged in the work from principles of public utility, not imagining any evil consequences would result. The building was erected to the honor of false gods as well as to prevent dispersion. It was composed of enormous brick dried in the sun, each being nineteen feet six inches in length, fifteen feet broad, and seven feet six inches in thickness. These bricks were cemented by slime or bitumen which was rendered by time as hard as the substance of the brick. Three years were occupied in making these bricks, though the greatest part of mankind were employed in the work. The dimensions of this building, as given by Mr. Anderson in his History of Masonry, is the best authenticated and the most universally accepted of any recorded description we have; it is therefore due the author that we adopt it without comment. He says the foundation is reported to have been a square of half a mile in compass, and the building to have consisted of eight square towers rising in stages above each other with an ascending passage on the outside, all the way up to an observatory on the top, which was 600 feet from the ground. In the grand tower were apartments with arched roofs, supported by pillars seventy-five feet high, intended for a temple in which the idolatrous worship of the god Belus was afterward performed. In the interior of the bottom was a cavern in which the cabiric mysteries were celebrated. The migrations from Shinar commenced fifty-three years after they began to build the tower, or

154 years after the flood, and they went off at various times, traveling North, South, East and West with their Masonic skill, and found the good use of it in settling their colonies. From Shinar the science and the art were carried to the distant parts of the earth notwithstanding the confusion of dialects, by the Masonic practice of conversing without speaking, and of knowing each other by signs and tokens, which expedient, according to an old tradition, they contrived upon the dispersion, in case any of them should meet in distant parts, who had been before in Shinar. We shall endeavor to give the benefit of all the information in our possession relative to the wonderful event in the world's history, the building of the tower of Babel. We have in addition to the evidence already presented the evidence of recent discoveries. The brick of which the original tower was built with a detailed history of the tower stamped on the brick, which was the custom of the people in those days. If you were to visit the British museum of arts to-day you could see the brick used 4,000 years ago to build that structure, the wonder of the world, the tower of Babel.

[TO BE CONTINUED.]

A BAD SUBJECT.

Col. Mateland was recently appointed agent of a well-known life insurance company. The high standing of the Colonel and his excellent qualifications as a business man immediately secured for him a remunerative run of business. The other day, while sitting in his office, a healthy looking man entered and said he would like to have his life insured. "I am in something of a hurry," said he, "for my friends are waiting for me there at the door. I want a \$10,000 policy."

The company's physician, who was present, pronounced him sound, and the policy was soon made out. Several days later a man met the Colonel in the street, and said:

"What business did Young Blumus have with you the other day?"

"Had his life insured."

"And you insured it?"

"Of course, why shouldn't I? He is in good health."

"But I believe he will die suddenly."

"We have an eminent physician to decide upon such possibilities. What makes you think he will die suddenly?"

"Oh, it's nothing to me, Colonel. If your physician knows, all right. The young fellow requested that he be allowed to go out and settle up his private affairs, and the judge granted it."

"The judge!" gasped the Colonel.

"Yes, the Circuit Judge. You see the young fellow is to be hanged next Friday."—*Arkansaw Traveler.*

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL-
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

THE THREE LITTLE CHAIRS.

They sat alone by the bright wood fire,
The gray-haired dame and aged sire,
Dreaming of days gone by;
The tear-drops fell on each wrinkled cheek,
They both had thoughts they could not
speak,
And each heart uttered a sigh.

For their sad and tearful eyes descried
Three little chairs placed side by side
Against the sitting room wall;
Old-fashioned enough as there they stood—
Their seats of flag and their frames of wood,
With their backs so high and tall.

Then the sire shook his silvery head,
And with trembling voice he gently said:
"Mother, these empty chairs,
They bring us such sad thoughts to-night,
We'll put them forever out of sight
In the small, dark room upstairs."

But she answered, "Father, not yet,
For I look at them and I forget
That the children are away.
The boys come back and our Mary, too,
With her apron on of checkered blue,
And sit here every day.

"Johnny comes back from the billows
deep;
Willie wakes from his battle-field sleep
To say good-night to me;
Mary's a wife and mother no more,
But a tired child whose playtime is o'er,
And comes to rest at my knee.

"So, let them stand there, though empty
And every time when alone we bow [now,
At the Father's throne to pray,
We'll ask to meet the children above,
In our Saviour's home of rest and love,
Where no child goeth away."

—*The Ætna.*

THE GIRL AT THE FRONT GATE.

Heaven bless the girl at the front gate with peach bloom on her cheeks,
and love light in her eyes. She can never grow old to those who have
been there with her. Years may come and go but the music of the low
voice will not be stilled, and the memory of the cherry lips we kissed will
hold out faithful to the end. What if the old gate does sag and its hinges
rattle and its latch refuse to hold it shut? What if the posts are shaky and
some of its pickets gone? We love the dear old relic still. We love it for the
sake of the girl who used to stand out there by it with roses on her cheeks
and nectar on her lips. We counted the stars and bade good-bye and then
counted the stars again. How many times was good-bye said? How many
times did lips meet o'er the dear old gate! And what of the girl? Ah,

me! She married another. She forgot her vows and married a richer and handsomer man. And I? Well, I went off to another front gate where there were other peach bloom cheeks and other lips as sweet, and as many stars to count. And now I have a front gate of my own and a girl of my own who counts the stars with the boy of the girl whose vows made with me were broken. But he is a true, good boy, and my girl is a good, true girl, and Heaven bless them both as they stand to-night at the old front gate.—*St. Louis Magazine.*

PUTTING BABY TO SLEEP.

O, baby mine the night is here,
The night that drifts us slowly near
The realms of slumber land.

Gently the waters ebb and flow,
Creeping through nodding lids of snow
That border slumber land.

Mother's arms are the sails and boat,
And mother's voice the winds that float
Your bark to slumber land.

Beautiful dreams, instead of sands,
Fleeting visions people the strands

Of far-off slumber land.

Sleepy sands that creep into eyes
Ever so open, ever so wise,
Wafted from slumber land.

Hush! I'm sure you are almost there,
Breathing the drowsy, mystic air
That floats through slumber land.

Now a kiss on the rosy face,
Just to show we have won the race—
The race to slumber land.

—*Exchange.*

UNCONVENTIONAL WOMEN.

If there is one time more than another when an ordinary woman shows the extent of her capabilities, it is when she tries to preside over a formal business meeting.

I happened to be present recently at a meeting of mission teachers who were gathered together in solemn conclave to determine on the necessary arrangements for a social in honor of their pupils. The president, a middle-aged, portly woman of majestic mein, took a chair on a platform, and balancing her glasses in either hand alternately, she "hoped the ladies would come to order." She had a mild voice, and as the majority of the ladies referred to were scattered all over a large room chatting animatedly, her hopes proved vain. There was no evidence of order. She gently tapped on the table with her pencil and remarked in a louder tone, "Let us proceed to business, ladies."

The attention of the nearest, who took the front seats, being attracted, she stated the object of the meeting as follows: "Ladies, we have met to

make arrangements for a social and reception for the benefit of our pupils." As she finished this ponderous statement, a half dozen young ladies came forward with, "O, what did you say? we did not get all that." With an appealing look of resignation, the president replied: "I guess I will have to state it over again," and she did so for the edification of the last arrivals. By this time the rest of the members straggled up in time to catch the last words, and there followed hasty and audible questionings of the first comers which were answered by equally audible replies.

"What do you think of it, ladies?" inquired the president. There seemed to be no division on the subject, as all were in favor of the social. "Then when shall we have it?" The meeting at this juncture became a confused murmur of "Monday evening, Wednesday afternoon, Thursday, Tuesday afternoon," to all of which some objection was raised by some one. "I guess we had better take a standing vote," said the president, unable to get a majority of opinions on any stated time; "now, ladies, can the most of you come Monday afternoon?" An assent here and there encouraged her to put the question. Eight rose and seven sat still, and she declared the social settled for Monday afternoon.

At this point the principal source of entertainment spoke up, and said she could not come in the afternoon. The portly president was distressed, and said, "Dear, what shall we do now?" "Have it from 4 to 8 P. M.," suggested a listener. As the president labored under the disadvantage of being deaf in her right ear, and the aforesaid suggestion came from that quarter of the room, she was obliged to turn around, face the music, and have the amendment repeated. While she was thus engaged, some one on the other side of the room suggested from 4 to 10 P. M., and the president's disabled member was reversed to catch that remark. She was beginning to be confused from so much turning from side to side when an influential member down in front made a stirring speech in favor of Thursday from 4 to 8 P. M. As is the case with bell-sheep, she was joined by the hitherto undecided members, and it soon became evident that all of them had thought all along that Thursday would be the best day. "Well, ladies," remarked the president in a tone that signified her willingness to do anything to please everybody, "we will consider that other vote laid aside and proceed to vote on Thursday at 4 to 8 P. M. Are you ready for the question?" As a dozen had been clamoring for the question for the last five minutes, and the argument seemed merged into a final settlement, most of the ladies viewed the second vote as unnecessary. But it was duly stated, and eight held up their hands, while seven sat rigidly disinterested.

"That's done. Now, there should be some committees," said the president, with a satisfied air. She waited a few moments as though she expected the committees to materialize in an unexplainable way from the chattering groups about her, and then some one suggested that it was the duty and

privilege of the presiding officer to appoint the committees. The president hardly liked to take the responsibility, and expected the ladies to volunteer their services in the respective capacities for which they were best fitted. This appearing to be impracticable, she pointed her pencil at the heads of several women, whose names she declared she could not remember, and said they should be the committee on refreshments. All but one had an excuse for resigning in favor of some one else. The entertainment committee consisted of two ladies present, and several who were absent; the latter individuals were the only ones who did not decline to serve, and only circumstances prevented them from doing so. "All the rest are on the reception committee," said the president, growing courageous. Emphatic nods of the head and energetic whispers displayed a state of mutiny among those who were bunched as the reception committee, but further debate was eclipsed by the president, who arose and, gracefully waving her hand, announced, "The meeting is adjourned, ladies," and they did adjourn, *sine die, sans ceremonie*.

This is a faithful report of a formal meeting held by two dozen teachers in a mission school in the city of Chicago. Many of them were women past the summer line of life, and a majority were teachers in the public schools. During this meeting, which has only been briefly outlined, there were suppressed whispers about that girl that wore the yellow ribbon: "Wasn't she horrid?" and other such interesting personal remarks, to all of which the placid president was calmly deaf.

It seems to be one of the mysterious arrangements of Nature that women, as a rule, are utterly devoid of the first elements of knowledge as to the proper method of conducting a formal business meeting. Verily, there is much for us all to learn.

NECESSITY OF NEATNESS IN WOMAN.

A woman may be handsome or remarkably attractive in various ways, but if she is not personally neat she cannot hope to win admiration. Fine clothes will not conceal the slattern. A young woman with her hair always in disorder and her clothes hanging about her as if suspended from a prop, is always repulsive. Slattern is written on her person from the crown of her head to the soles of her feet, and if she wins a husband he will turn out in all probability either an idle fool or a drunken ruffian. The bringing up of daughters to be able to work, talk, and act like honest, sensible young women is the special task of all mothers, and in the industrial ranks there is imposed also the prime obligation of learning to respect household work for its own sake, and the comfort and happiness it will bring in the future. Housework is a drudgery, but it must be done by somebody, and had better be well than ill done.—*Philadelphia Call*.

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

The time of many of the MONTHLY subscribers expires with this number. If it is desired to continue the subscription, please forward immediately as the MONTHLY is always discontinued when the time expires, and by a prompt renewal you save delay in receiving it. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

OUR INSURANCE.

We are in receipt of so many inquiries in regard to various matters connected with the insurance department that we are moved to try and explain some of them in the MONTHLY. No member of the association is assessed for any loss occurring before he becomes a member, and an applicant becomes a member on the date that his application is certified by the secretary who forwards it. By keeping these two facts in mind, members can always tell by their notices when there is any error in their assessments, as for instance, the last notice is for four losses, the first of which occurred Aug. 23, and all members who became members on or before that date are assessed \$4.00, the second Sept. 4th, and all who became members after Aug. 23d, and on or before Sept. 4th are assessed \$3.00, the third Sept. 15th, and all who became members after Sept. 4th, and on or before Sept. 15th, are assessed \$2.00, while all who became members after Sept. 15th, and on or before Nov. 15th, the date of the last loss, are assessed \$1.00, and any who have joined since Nov. 15th, are not yet assessed.

One member writes that he has paid \$11.00 since Oct. 1st., and consequently thinks that his insurance is very expensive. The facts are, that he became a member of the association early in June, and was not assessed at all until Sept. 20th, his insurance costing him \$11.00 from the middle of June last to April 1st., nearly nine months, an average of less than \$1.33½ per month, or \$16.00 per year for \$2,000. Another writes that, by his calculation, \$30,000 have been collected to pay nine benefits of \$2,000 each, amounting to \$18,000, and asks an explanation. Our correspondent assumes that 3,333½ members have each paid \$1.00 on every one of the last nine assessments, which, if true, would be \$30,000. The facts are, that the highest number that has ever been assessed is 2,861, and for the nine assessments from Nos. 43 to 51, inclusive, the average number of members

assessed was 2,468, or a total of 22,217, the lowest being No. 43 when 2,268 were assessed, and the highest No. 49 when 2,694 were assessed. During the time covered by these assessments, from Aug. 1st. to March 1st., there were 136 forfeitures, and on the latter date the total amount delinquent, as shown by the last notice, a copy of which is given below, was \$982, leaving the amount collected on the nine assessments \$21,099 from which, with a surplus of about \$500 from previous assessments, ten full claims and one of \$1,568 have been paid, a total of \$21,568. On the last notice 2,522 are assessed for No. 52, 2,587 for No. 53, 2,465 for No. 54, and 2,861 for No. 55, an aggregate of 10,435, and if all pay, \$10,435 will be received. If all the delinquents pay it will add to the above the sum of \$982, and there is now on hand a surplus of \$1,000, making a total of about \$12,400, sufficient to pay six full claims with a surplus of about \$400 still on hand. Thus it will be seen that instead of collecting \$30,000 for nine assessments and paying out but \$18,000 for nine benefits, we have collected but \$21,099 for nine assessments and paid *eleven* benefits amounting to \$21,568.

NOTICE OF ASSESSMENTS Nos. 52, 53, 54 and 55.

Account of Benefits Nos. 52, 53, 54, and 55.

| Ass't No. | Ben. No. | PAID TO | DEATH OF | Cert'te No. | DIVISION. | DATE. | CAUSE. | AMT. |
|-----------|----------|-------------------|-------------------|-------------|---------------|----------|--------------|---------|
| 52 | 52 | A. McLaughlin. | P. J. McLaughlin. | 653 | Mattoon 101 | Sept. 4 | Accident. | \$2,000 |
| 53 | 53 | James Kirkup. | Robert Kirkup. | 2586 | North Star 47 | Sept. 15 | Accident. | 2,000 |
| 54 | 54 | Children. | T. Stillman. | 743 | Keystone 32 | Aug. 23 | Typhoid Fe'r | Not Pd |
| 55 | 55 | Mrs. J. L. Drake. | F. P. Drake. | 29 | Lone Star 53 | Nov. 15 | Consumption | Not Pd |

Benefit No. 51, for which Assessment No. 51 was made, has been paid to Mrs. J. F. Costello.

Forty-three members forfeited their Certificates by non-payment of Assessment No. 45. There are now 3,600 members, of whom 271 are delinquent, as follows: 5 \$1 each; 16 \$2 each; 181 \$3 each; 4 \$4 each; 4 \$5 each, and 61 \$6 each, a total of \$982, which, if paid, would with the surplus on hand, pay a full claim. If all who are delinquent pay, and all pay these assessments promptly, **TWO FULL BENEFITS** will be paid from the surplus, leaving but one claim unpaid. Benefits Nos. 54 and 55 will be paid as soon as the necessary amount is received on Assessments Nos. 52 and 53, and Benefits Nos. 56 and 57, for deaths of A. L. Bridgman, of Division 13, and Robert Cline, of Division 162, will be paid as soon as the necessary amount is received on Assessments Nos. 54 and 55. Payment of Stillman claim delayed, waiting for legal papers.

You will please remit the amount due from you, which is \$4.00, **UNLESS OTHERWISE STAMPED IN RED INK**, within 30 days from date, on or before March 31. Please note, that if all would pay promptly, so that a notice could be issued without waiting for delinquents, but two assessments would be made at once; and also note that your insurance has cost you (including these assessments) but \$10 since Oct. 1 to April 1, six months, an average of but \$1.66 $\frac{2}{3}$ per month.

Secretaries will please see that all members of their Divisions who are members of the Insurance Association are notified of these assessments.

N. B.—To PREVENT ERROR IN GIVING PROPER CREDIT, BE SURE AND RETURN THIS NOTICE.

Yours truly in P. F.,

WM. P. DANIELS, Secretary.

KNIGHTS OF LABOR.

We are often asked the question as to whether members of the Order of Railway Conductors can join the Knights of Labor. Our reply has invariably been that there was nothing to prevent them from doing so if they chose, but that with our understanding of the platform of the Knights of Labor and their obligations, we could not see how any conscientious man could consistently be a member of both organizations. A member of the Order of Railway Conductors obligates himself not to engage in any strike of railway employees. This obligation should not be understood as preventing him from resigning his position at any time if he chooses, but it does prevent him from entering into any combination to coerce his employers into increasing his wages, or to prevent any man who chooses to work from filling the vacancy made by him.

The Knights of Labor profess, or at least some of their spokesmen do, that they are not a striking organization, still their acts speak much louder than their public utterances. We fully believe what we have been informed, that members of that organization obligate themselves to obey the orders of their chief to strike at any time.

The Knights of Labor is an organization of comparatively recent origin, and its growth is unprecedented in the history of modern secret societies, if its membership is what it is supposed to be. How any self-respecting man can surrender his freedom and personal independence by obligating himself to obey any other man or set of men, is beyond the comprehension of the MONTHLY.

What would be the result were the laboring men required by law to do what they thus voluntarily obligate themselves to do? The MONTHLY believes that had the present strike through the Southwest depended on a majority vote of those interested, it would never have occurred, and we venture to assert that out of the eight or nine thousand involved, not one-tenth would have been in favor of the strike had they been given a free and unbiased choice, and the matter settled by a secret vote of those interested. They are ordered to strike, and their obligations, together with fear of ridicule, and perhaps of personal violence, compels them to quit work and remain idle for—no one knows how long—and it is almost certain that some one will repent in hunger and distress the action taken.

The MONTHLY is not the apologist of capital; it is capable of taking care of itself, and with its advantages will always come out ahead in any strife between it and labor in the end, no matter how successful a strike may seem to be temporarily. Labor complains of the oppression of capital, and that it grinds the poor to the lowest possible limit. The truth of this complaint cannot be denied, but when labor has for a season triumphed, where and when has it been more tolerant than capital? It has without exception shown itself more intolerant.

A continual wail arises about the monopolies that are the curse of labor, but where is the monopoly that will in any manner approach that of the Knights of Labor, if such a thing were possible, as the success of the object they are striving to attain? They say to the employer, you shall not employ A because he does not belong to us; you must pay B just as much wages as you pay C, notwithstanding the fact that C's labor may be worth twice as much to you as that of B. If you refuse to comply with our demands we will not permit you to sell your goods. The late strike of the McCormick Reaper Works is a fair illustration of the intolerance of labor if it had the power. The McCormick works usually shut down for two or three months in the year, but during the past season work was continued solely to give the employees occupation. A few of them, instigated by "outsiders," as is universally admitted by all except the agitators themselves and their followers, became dissatisfied, and a committee called on Mr. McCormick and asked for an increase in wages. This was granted, as well as all other requests of the committee except one, and that one a virtual demand to surrender the management of the business to the employees, being that five non-union men should be dismissed, and that hereafter none but union men should be employed. No charges were made against these five union men except that they exercised the God-given right of selling their labor to whom they chose, and refusing to deprive themselves and their families of their wages at the dictation of others. They exercised the right guaranteed them by the laws of the land, and for this an effort was made to deprive them of their situations, and to prevent them from providing for their families. Mr. McCormick, all honor to him for such action, refused to listen to anything of the kind, and on being informed that a strike would be the result of a refusal, promptly closed his works until a large portion of his employees would listen to the dictates of reason and inform him they were willing to work without interfering with their employer's business, when the works were as promptly opened and employment given to as many of the old hands as wished to work; within three days a large majority had gone back. The pestilential agitators now assert that the Knights of Labor will not allow reapers to be shipped from the factory, and could they control the matter, there is but little doubt but that would be the case. The MONTHLY, however, cannot believe that any trouble will arise from this cause, as it is confident there is a sense of jus-

tice in the mass of American citizens that will not permit such an outrage to permanently exist.

It is not necessary to give any history of the Gould strike, as the ground has been fully covered by the daily press, and all circumstances in connection therewith are undoubtedly known to all readers. The comment by the press has been varied, but it is a noticeable fact that the strikers have lost a large portion of the public sympathy which was with them two years ago, and by their present acts they are certain to alienate the sympathy of every right feeling and justice-loving man.

It has been fashionable for several years past for all who wish to be popular or are in any way interested in political affairs, to manifest great concern for the poor laboring man and a like degree of indignation against the "monopolist." It is, however, a noticeable fact that the men who are loudest in their professions of regard are not those who in their private business pay their employes any better wages than the monopolists. Their regard for the laborer, while highly creditable to them, does not go very deep; certainly it never reaches as low as their pockets. The newspapers that are loudest in their condemnation of those who oppress the working man, are not those who pay more than the market price for anything they purchase, whether it be labor or sugar. It is a fact that cannot be successfully denied by the most earnest champion of the rights of labor that human nature is pretty much alike, whether you find it beneath the broadcloth of the millionaire or the jeans of the humblest laborer in the land. When the laborer buys his bread he buys where he can get it the cheapest, and he sells his labor where he can obtain the most for it. The millionaire employer, actuated by the same impulse that governs the laborer, buys his labor where he can obtain it for the least money.

That laboring men have been oppressed is true. That they will be oppressed in the future whenever opportunity offers is also reasonably certain. Whenever labor is in excess of the demand its price will be low, and the laborer will be kept at the lowest limit possible for the simple reason that man is very apt to take advantage of the Present regardless of the Future, and but few employers are wise enough to look ahead to the time when labor will as surely take its revenge, even if in so doing it works the deepest injury on itself.

Had railway managers always been actuated by a far-sighted policy, and in times when they could have done so advanced the wages of their employes, making them feel what is certainly true, whether either side recognize it or not, that they have an interest in the prosperity of their employers, many of the strikes that have been so disastrous to both would have been averted. That it would not always be true is amply proved by the history of strikes in general.

In the present strike in the Southwest, fully nine-tenths of the strikers were satisfied with their position and wages, but in obedience to the mandate from the officers of their association, they must quit work, and so much of their capital as is represented by the time they are idle, is gone forever. It is a mystery that men who claim to be men, and have and exercise their own free will, should voluntarily place themselves in a position to be dictated to by those who may not, and often do not, have the slightest interest in their personal welfare.

We firmly believe in organization of laboring men for legitimate objects, and as an earnest of such belief have been for years a member of the Order of Railway Conductors and of other associations of conductors, but we shall never place ourself in a position to be dictated to by any man, or body of men, as to what wages we shall work for, or for whom we shall work. That the laborer is just as likely to abuse his opportunity as the millionaire there is abundant proof on every hand. Whenever circumstances have given him an opportunity he has never failed to abuse it. His employer always remembers it when the wheel turns, and unfortunately the wheel turns with such an irregular motion that the laborer is on top but a comparatively small portion of the time. As a natural

consequence he pays for his temporary triumph with compound interest at an usurious rate.

A popular journal in an editorial on the strike says: "We have sympathy for the man who wants to work and cannot get it, and also for those who are so scantily paid that they cannot provide for their families respectably." What are the feelings of this editor for those who have children crying for bread, want to work and have the opportunity to work but who are prevented from using that opportunity, many times by force, and in others by an influence which often amounts to more than a fear of personal violence.

These men who subject themselves to the commands of the officers of this organization are no more free men than they would be were they subjects of the most despotic ruler in Christendom. They surrender in almost its entirety their personal liberty to the dictation of these men. They say "Strike," and the employee must quit work, no matter at what sacrifice of wages, or how much his family must suffer.

Mr. Hoxie in his circular to the employees of the Missouri Pacific says plainly that members of this organization have violated the law of the land by assuming control of property belonging to others. Quoting from his circular:

"Since the commencement of this strike at many points the local committee of the Knights of Labor have notified our foremen and superintendents that they would appoint and place their own watchmen over our property to protect it from loss and damage and to take care of the same, but as these self-appointed watchmen assume the authority as to who shall or shall not enter upon the grounds and property of the company except through their own order, it is virtually dispossessing the company of its property and assuming control and possession of the same in violation of all rights of property and contrary to the various basis of all governments."

In the exercise of this self-assumed control of the property of the Missouri Pacific Railway Co., these men have prevented other men who were willing and anxious to earn wages from pursuing their daily avocations. It is quite probable that the Knights of Labor will find, in their assumption of control of the Texas & Pacific Road, a somewhat formidable antagonist in the shape of the United States Court in whose control that road now is.

The Knights have imported from over the water a weapon called the "Boycott," which in their hands is to be the panacea for all ills with which the laboring man is afflicted, but so far it does not seem to entirely fulfill the expectations of its importers. So far as the knowledge of the writer goes it has been successful in but few cases. One is that of a firm of cigarmakers who were compelled to go out of business, and the other is that of a saloon keeper in St. Louis. The latter case deserves more than a passing mention. The strike of the street car drivers of St. Louis was accompanied by acts of violence, intimidation and attempted personal injury that were a disgrace to any civilized community. They placed explosives under cars filled with innocent people in an effort to prevent them from patronizing the street cars until the companies had acceded to the demands of the strikers; whether those demands were just or not is not pertinent to the case. This saloon keeper in question was the owner of a hall which the strikers wished to engage for a meeting, but he refused to allow them to use it for the reason that they engaged in an effort to injure innocent women and children by placing explosives on the tracks. Thus this man was driven out of business because he had the humanity to object to an outrage that could only be expected from savages. The MONTHLY does not think it a matter of regret that a saloon has been closed by any means, and if laboring men would withdraw their patronage from all saloons it would close a great many and thereby benefit not only themselves but society in general much more than they will ever do by strikes or the boycott, and we feel no particular sympathy for this saloon keeper. The case is used simply as an illustration.

The Mallory Transportation Company has been boycotted for some time past, as well as all persons who patronize them, but so far it does not seem to have been a "howling success." We admire the pluck and stamina of those who have manfully disregarded

the dictum of the Knights in this as well as all other cases, and predict for them success in the end.

There is probably not a citizen in the United States who wears a hat that has not heard of John Stetson, and does not know that the Stetson hat is one of if not the best made. For some cause the Knights have boycotted the Stetson hats, and have notified all dealers that if they sell them they also will be boycotted. The MONTHLY is unable at this writing to say what the general action of the dealers has been, but it sincerely hopes they will not allow themselves to be bulldozed into refusing to handle these hats. Let us go a little further into the matter. It is altogether probable that this boycott is because Mr. Stetson has refused to accede to a demand for higher pay, or because he will not agree to employ only those who are Knights or union men. No one will deny that accession to either demand would have a certain amount of influence on the price of hats, and that influence, however infinitesimal, would be to increase the price, and all who wear a hat are thus asked to assist a few men in an effort to increase their price.

Barbed fence wire made by Jacob Haish and all who handle it are boycotted, and farmers are asked to contribute their aid in increasing the price of wire by refusing to buy that made by Haish, or any article sold by those who sell the wire. We believe these will simply prove to be excellent advertising for both hats and wire.

As an illustration of the despicable means resorted to by some of the Knights during the present strike, at Fort Worth, Texas, they have endeavored to boycott the hotel and boarding-house keepers that board employes who refuse to participate in the strike. At one boarding house poison was placed in the water barrel and one woman and two children were poisoned. Dispatches say they are in a very critical condition. Hanging is too good for any one who will perpetrate such an outrage as this.

The MONTHLY believes that the boycott is illegal as well as unjust, and that sooner or later its followers will be taught a lesson in the United States Courts in regard thereto. It is a conspiracy to injure, and as such is against the laws of the United States. We think that Mr. Hoxie and the receivers of the Texas & Pacific Road have taken the proper course in refusing to treat with any committee from the Knights of Labor.

We are pleased to note that the conductors, engineers, firemen and brakemen have taken no part in the present strike.

The Knights of Labor are a powerful organization, and with the same consideration for the rights of others that they expect for themselves, might be made a mighty power for good. But with the principles they advocate, and the disregard they, by their acts show for others, their organization will eventually lose the sympathy of all outsiders as well as the affiliation of the better class of their own members. The organization will either fall to pieces or lose its influence, and it will be found that its existence had been an injury to the cause of labor. The Knights, now in the zenith of their prosperity, should remember that the higher the rocket goes the harder the stick strikes the ground after its final pyrotechnic display.

A CASE OF INJUSTICE.

A case of what seems to be a grievous injustice has just been brought to our knowledge. About five years ago, the switchmen employed by the C. & N. W. and C., M. & St. Paul Ry. in Chicago struck. A few of them however, being satisfied with their situations and pay, and thinking themselves unable to be idle continued at work and have been in the employ of the company continuously since and no complaint has been made as to their work, but we are informed it has been entirely satisfactory to their employers. For exercising their unquestioned right they are denounced by the Switchmen's Union and kindred organizations as "scabs," and this Union, taking advantage of the present unsettled condition of matters generally, have demanded of the companies that

they be dismissed, and it is said that they have complied with the demand, though the MONTHLY does not credit the report. It is quite probable that the men have been relieved from duty in that particular place or department to avoid trouble for the present, but we do not believe the officers of either company, many of whom we know to be gentlemen, who would do anything they consistently could to benefit their employes, can have been guilty of such gross injustice to faithful employes, and if they have dismissed these men without cause except the demand of the Union, and without providing for them to their entire satisfaction in some way they deserve only the severest condemnation from all who believe in right and justice.

CONDUCTOR M'GUIRE.

The last number of the *Railroader* contains an editorial in regard to the persecution (?) of W. A. McGuire, and the MONTHLY has been taking some trouble to look further into the matter. In the first place it is still insisted that this man was discharged for failing to report another conductor who was intoxicated. This is absolutely false in every respect, as McGuire was discharged for intoxication. That he was blacklisted, is another falsehood. Mr. Coffinbury and Mr. Bell happened to meet on a train, and Mr. Coffinbury asked what McGuire was discharged for, and Mr. Bell told him. As an illustration of the character of McGuire, he went into Mr. Bell's office one day and laid a note on the latter's desk, and waited for him to read it. The note was about as follows: "If you do not reinstate me I will write to Baltimore and tell them where I have seen you." It seems from the result that Mr. Bell did not have any particular fear of the result of such "telling," for McGuire was not reinstated, but after Bell read the note, he ran out of the office and all the way down stairs to escape the personal chastisement he so richly deserved. After all this he came whining back to Mr. Bell, saying that he could not get work and would starve, shed tears, and protested his desire to do better, and that if Bell would give him a letter he could get work on the Wabash. Bell finally, in charity and against his better judgment, gave him a letter, saying that he had no objection to his (McGuire) being employed on any part of the B. & O. except the Chicago division. This letter McGuire presented to Mr. Foreacre, who took it up. It is asserted that he was discharged from the Chicago & Atlantic, because he was followed by Bell, which is another falsehood. He was discharged from the C. & A. for stealing turkeys, and in this connection we will illustrate his character a little further. T. M. Blair, a conductor on the C. & A., was formerly agent on some road, where McGuire was employed for a short time, and when McGuire asked for employment on the C. & A. he represented himself as an old and particular friend of Mr. Blair's, and on this account was given a place and placed on Mr. Blair's train. He shook hands and greeted Mr. Blair familiarly on first meeting him, but Mr. Blair at that time knew nothing whatever of him, and could not even remember having ever seen him, and soon after, in a conversation, so informed the person who employed him. Not long after McGuire, with an engineer and fireman, stole some turkeys, and it was discovered, and the engineer and fireman were suspended thirty days. The official who employed McGuire, said to Mr. Blair, "This is a good opportunity to get rid of that man if you do not want to keep him," and Mr. Blair replied that he certainly did not want him on his train.

For any further information in regard to the character of this poor much abused and persecuted innocent, the reader is referred to his co-laborers at Fort Wayne, where he was employed as a brakeman, not as conductor as he represents.

The *Railroader* states that it is in receipt of a letter from McGuire in which he expresses regret that that paper has "championed his cause" (a fit champion for such a cause), and fear that the "bloodhounds" would find him in that other "part of the con-

tinant," where he had found employment. The only "bloodhound" that Mr. McGuire need fear, is his own conduct, and that will find him out in any continent. He procured employment on the Chesapeake & Ohio, and had he behaved himself and kept quiet it is probable that no one would have suspected his identity with the railroaders' "victim," but, like the most of his class, he does not know when he is well off, and cannot "keep his mouth still." He endeavored some time ago to gain admission to the Order of Railway Conductors, but owing to his well-known character, failed. For their failure to appreciate him, the members of the Order came under his curse, and he began to tell his associates on the C. & O. what he was going to do to the ——— in general, and the ——— division that refused to admit him in particular. As some of those who heard his talk happened to be members, they began to make inquiry as to his antecedents, and the March and April MONTHLIES will inform them if they have not already learned. On account of these inquiries the MONTHLY has devoted more space to McGuire than it otherwise would, and now has done with him, and if he will take its advice and behave himself hereafter, it will trouble him no more.

THE STRIKE.

In view of the actions of the Knights of Labor and the utterances of some of their prominent officers, the following by Wm. H. Bailey, a member of the General Executive Board, must be intended to be facetious:

"The board has issued orders to the employes on trunk lines west of the Mississippi to take no part in any movement likely to bring about a conflict with the companies. I believe the only power that is holding rebellion in check in this country to-day is the powerful organization of the Knights of Labor. That is my honest conviction, and I think corporations would do wisely and well to recognize an organization whose only mission is peace and justice to all concerned, instead of antagonizing it."

This is given publicity in the same dispatches that announced that, by order of the Knights, the switchmen at East St. Louis have joined the strike and will prevent the movement of freight there, and in the face of numerous assertions by Mr. Martin Irons, District Master Workman, that the strike and the unlawful persecution of laboring men and the illegal assumption of control of the property of others by force will be extended over the entire United States, if Mr. Hoxie does not recognize him and his associates as the supreme controllers of such property, and a "prominent member" has just given utterance to the following:

"This is but the beginning of the strike. If Hoxie does not recognize the Knights within two weeks this strike will extend from ocean to ocean, and the traffic of the whole country will be suspended. We mean business, and as there are 2,000,000 of us, we can force recognition."

It is assumed by many that all railway employes are connected with or in sympathy with the Knights. It is entirely unwarranted by the facts, as all who are conversant with the situation, know. Train men generally are not in sympathy with the present strike, and so far as conductors and engineers are concerned they have no affinity whatever with the Knights. They each have their own associations, and feel abundantly able to take care of themselves, and, as a rule, they are not communists, and are certainly as much opposed to the unlawful and in many cases brutal acts of these strikers as any capitalist can be. One excellent reason why these men should hold themselves aloof from all such organizations as that of the Knights, is concisely given by Mr. Arthur, of the Brotherhood of Engineers, in an interview in this city, as follows:

"The Brotherhood has no affiliation with any other labor organization, and will not have, if I can prevent it. There is nothing reasonable in the idea that a man who earns \$3 a day should fight the battles of one who earns \$1, nor is there any community of interests between them to cause them to act together."

The writer has already placed on record the opinion that if the Knights do not materially change their methods their organization will be unknown five years from now, and Mr. Arthur expresses the same opinion in the interview from which the above is taken, and he, from his long experience and intimate connection with labor matters, is well qualified to judge.

A BID FOR VOTES.

PHILADELPHIA, PA., March 25.—General Secretary-Treasurer Turner of the Knights of Labor received a telegram yesterday from an officer of the order in Washington which stated that ex-Gov. A. G. Curtin, of Pennsylvania and other Congressmen were about to introduce and urge the passage of a resolution in the House of Representatives calling for an investigation into the causes of the refusal on the part of certain railroad companies to arbitrate the existing labor difficulties in the West. The Washington Knight stated that he had been requested by the promoters of the resolution to ascertain the sentiment of representatives of the order toward the proposed inquiry. Secretary Turner answered by dispatch that he approved the object of the resolution, which had in view a fair presentation of existing differences and possible settlement by arbitration. He gave assurance of the concurrence of the order of Knights of Labor in the proposed course of Congressional action.

We would suggest, that if Congress is to interfere with private affairs, that the power and authority of the committee that makes the investigation be enlarged so that they may investigate some other matters also. Of course they should not look into any of the illegal and unlawful acts of the strikers, nor should they inquire as to why thousands of men who wanted to earn wages were compelled by a mob to be idle, but they should look very closely into the private business of the Missouri Pacific railway and its officers, and while they are learning why Mr. Hoxie did not surrender his time at the demand of their Lordships Powderly, Irons, *et al*, they should also find out what his private expenses are and how his private funds are invested and if they are not as they should be, turn the management of them over to their Lordships and their conferees.

This action seems to the MONTHLY to be solely a bid for the votes of the Knights and so far as justice and right is concerned, Congress might as well call for an investigation into the private affairs of any citizen of the United States. No matter what the grievances of the employees of the Missouri Pacific might have been, is there an unbiased man in the world who will deny the right of Mr. Hoxie or any one else to decline to see Mr. Powderly or any one else? It will of course be claimed that Mr. Hoxie's declination to confer with Mr. Powderly has blocked the wheels of commerce and caused the public inconvenience, loss, and perhaps suffering but as any candid man knows this is a mere subterfuge that it has done nothing of the kind but that the unlawful acts of the strikers have been the sole cause. There has not been a time during the strike when enough men to do the business of the Missouri Pacific could not have been procured without trouble if they had been given proper protection from intimidation and violence by the proper authorities. The late proclamation of Gov. Marmaduke is a step in the right direction and if he will follow it up by using the entire force and authority of the State to protect those who wish to labor, and if that be insufficient, call on the United States government for aid, traffic will soon be resumed, notwithstanding the boasts of the strikers.

That arbitration may be provided for by act of Congress is perhaps possible, though we doubt the expediency of it and we do not profess to be qualified to pass on the point but we doubt the constitutionality of any act forcing any person or corporation to submit the control of their property to any board of arbitrators, whether that property be stocks and bonds or labor. We believe that railway companies will not object to a law compelling arbitration and will not question its legality if it do them justice, but we do believe that the right of Congress to so legislate, will be questioned by the very men who are now engaged in violating law and the rights of others. Arbitration will be all well enough for their employers, but when the arbitrators endeavor to compel compliance with their decisions on the part of the employe, there will be trouble. The better class of workmen will no doubt submit cheerfully but there will come such a howl from the "professional laborer" and that large class who are always ready to follow his lead about the injustice of compelling the poor laborer to sell his labor at a price fixed by law or by a board of arbitrators who have been bought by capital, as will astonish those who look for "compulsory arbitration," to remedy all the present ills. By the way, is a compulsory settlement or any settlement provided by law, arbitration?

The MONTHLY believes it practicable to adopt some law that will be accepted by all of both sides who wish to do what is right and just, but it here records its prediction that if anything of the kind is adopted, the first complaint in regard to it will come from men who call themselves "laborers."

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

WM. P. DANIELS, Editor.

"ART THOU THE MAN?"

For the MONTHLY.

Who is the kicking member to-day
Of the O. R. C. with plenty to say
About the MAGAZINE's lack of go?
Why he's the member, don't you know,
Who never takes the MONTHLY.

Who wonders why we are no bigger,
When asked the size, don't know the
figure?
Nine thousand members in good standing
Are justified in their demanding,
Who will not take the MONTHLY?

The Order does not wish to boast,
But where's the brains in all this host
That cannot make their MAGAZINE
An object worthy to be seen
By one who scorns the MONTHLY!

Who's the man that neglects his Division,
Who with his Secretary has collision
About assessments and his dues?
When in arrears 'tis always news
To him who scorns the MONTHLY!

Who's always asking the railroad law,
On many cases he never saw?
Why he misses them, here I pause
To make the statement, is because
He never takes the MONTHLY.

Who is vexed if his name's not seen
In the "Mentions" of the MAGAZINE?
Who if by chance should get promoted
Expects in the MONTHLY to see it noted?
The man who slights the MONTHLY.

Who, when he sadly buries his wife
And finds himself with a darkened life

Looks in the MAGAZINE so very
Eager to read the obituary?
The man who refuses the MONTHLY,

What makes an army a success?
Fighting men, not officers' "Mess,"
How can our officers edit this book
Successfully, if members won't look
To the interests of the MONTHLY?

If "good for nothing," there's nothing
good
In the ranks of this vast Brotherhood,
They stand back of the editor's quill;
In view of this, does the member still
Repudiate the MONTHLY?

If the MONTHLY gives "no one return,"
Why don't the member the editor spurn?
Why does he enter the office and skim it
Boring the editor without limit?
If he never takes the MONTHLY.

Face about, Brother! Look in my eye,
I wish your assertions a moment to try.
If they are rash I must take you to task.
Please answer me truly the questions I
ask,
You who don't take the MONTHLY!

Is it nothing to know how strong we are
growing?
Nothing to see the good seed we're
sowing?
Nothing to hear of the insurance features?
To feel it protects all your dear creatures?
While you refuse the MONTHLY.

Is it nothing to hear North, South, East,
and West

How the Grand Chief was a welcome
guest?

How men of our kind who live on the
rail,

May successfully do, wherein others fail,
By learning through the MONTHLY?

Is it nothing to hear from Division
scribes?

Fraternal greetings call forth *your* jibes!
Nothing when a brother falls at his post
To read the sympathy that fills all our
host,

Coming freely through the MONTHLY?

Is it nothing when death has entered our
hall,

And one more "Register" is gone at
God's call,

That our "resolutions" may rightfully
appear,

Not begging a place out of their sphere?
They are recognized in the MONTHLY.

Is it nothing, my brother men have found
Stronger the bundle the more it is bound?
The motto still forceful as time in its
length,

"Division is weakness, union is strength,"
Unite upon the MONTHLY.

Grips, signs, and passwords among us
found,

Make the MONTHLY our *symbol* all the
world round,

Then in its strength wherever 'tis sent,
Proudly we'll say: *It does represent*,
When we all take the MONTHLY.

S. E. F.

POOH BAH.

EDITOR MONTHLY:—I have just returned to my home after a visit to the metropolis of the West and the office of the Order. While in the city, I heard for the first time, "The Mikado," and was much pleased with it, and perhaps it runs in my mind more than it would if I were as familiar with it as I suppose you are, consequently I was somewhat struck by a short conversation I overheard in your office when I called upon you the next day after hearing it. A gentleman entered who seemed to be a stranger to you, as he was obliged to introduce himself. He went immediately to the business in hand without wasting time, and a conversation something as follows ensued:

STRANGER: I am from — Div. No. —, and I have some money to pay on the Insurance, and want to see the Secretary of the Insurance —.

POOH BAH DANIELS: I am the Secretary of the Insurance.

S.: I also have a few subscriptions and want to see the manager of the MONTHLY

P. B. D.: I am the manager of the MONTHLY.

S.: One of the boys gave me a communication for the MONTHLY, and I want to see the editor about it.

P. B. D.: I am the editor of the MONTHLY.

S.: Our Secretary ordered some blanks some time ago and he has not received them yet, and he wanted me to see the Grand Secretary.

P. B. D.: I am the Grand Secretary.

S.: Well, he sent twenty dollars down by me to be applied to our account; I suppose it is to be paid to the Grand Treasurer.

P. B. D.: I am the Grand Treasurer.

Just at this point I could not help adding, "I am a particularly haughty and exclusive person of pre-Adamite descent," whereupon you turned upon me such a dark frown that I incontinently fled and did not hear the remainder of the conversation. I have no doubt but it gave "an air of verisimilitude to 'any' bald and unconvincing narrative" that may have been repeated, and permit me to add, that now I am not surprised at the air of dignity with which you surround yourself.

* * *

EDITOR MONTHLY:—This will inform you of the election of our worthy brother J. W. Babcock to the office of Mayor of the city of Meadville. He is a member of Div. 32 and will take the reins of city government in his hands April 5. His majority is 357, and Div. 32 is proud of his success. I inclose extract from city paper in regard to a serenade given him in honor of the event.

Feb. 17 at about 8 o'clock about 500 of the citizens of Meadville, regardless of party affiliations or political opinions, gathered at Richmond's Hall, on Chestnut street, where they were met by the Northwestern Band, and to the strains of patriotic music, the assemblage was formed into "column of fours," and at once took up the march in the direction of the residence of the Mayor-elect, Hon. John W. Babcock, on Liberty street. Upon reaching the house the procession halted and the column formed in a half circle in rear of the band. Music was next in order, to the beautiful strains of which the doors of Mr. Babcock's hospitable residence were thrown open, which was the signal for hearty cheers by his admiring friends. As the Mayor-elect stepped out upon the veranda he was greeted by a storm of cheers, which were given with a warm-heartedness seldom witnessed. At the conclusion of the music Mr. Babcock stepped to the gate, and raising his hat in answer to the many calls for a "speech," thanked his fellow-citizens for their hearty congratulations, and closed by inviting everybody to come in and partake of the hospitalities of his house. The invitation was, of course, accepted, and the Mayor elect took his position in the front hall and passed through the ordeal of shaking hands with the hundreds of friends and curious ones who came to see and congratulate him. Passing through the front parlor to the dining room, the guests were met by another reception, which the thoughtful care of Mrs. Babcock had prepared for the occasion whisperings of which had evidently reached her ears during the early part of the evening.

This second reception consisted of a large table running almost the entire length of the long dining room, laden with as tempting a lunch as was ever exposed to the gaze of a hungry serenader.

Mrs. Babcock was assisted by Miss Mattie Dewoody, of Franklin, and Mrs. A. H. Mansfield, Mrs. F. W. Ellsworth, and Mr. and Mrs. W. E. Wygant, of this city. The assembled guests were cordially invited to partake of the bountiful repast while the ladies proceeded to serve warm coffee such as cannot be excelled. From the banquet table the visitors passed out a side door, where they were each tendered by Master Fred Babcock, a fine cigar to settle the lunch.

After the visitors had re-formed in the street and the band had discoursed some more music, three hearty cheers were given for Mrs. Babcock.

ROODHOUSE STATION, Feb. 28, 1886.

EDITOR MONTHLY:—I have often looked through the columns of the MONTHLY and find communications from nearly every Division, except Division 97, and as I was looking at my MONTHLY for February, to-day, and see that no corrections have been made in the Division department since S. M. Freeman was expelled, I will take the responsibility of informing the MONTHLY that at a regular meeting held December 26, 1885, Antony Johnsten was elected C. C., to succeed S. M. Freeman expelled, and H. A. Perry was elected A. C. C. to fill vacancy made by Web Sanford resigning from that position on account of his having taken a position on the Fort Scott and Gulf.

Our secretary and treasurer is delighted by his success in receiving a promotion from freight to a passenger run; and well he deserves it, for very few conductors have been on this (St. Louis) Division longer than Chas. W.

Bro. Lemon who has been running local on F. S. & G. is home with a broken arm. on account of a broken rail.

"Want to buy any rags to-day?" is what the boys are asking Bro. Jack Martin when they meet him, as he is buying old iron, rags, bones, and anything he can turn into money, since he severed his connection with the Chicago & Alton.

And now, Bro. Daniels, if you see fit to publish this, my first attempt at literary work, you will probably hear from me again, but if you are disgusted with this, and I fail to see it in the March number, I will practice between stations and then throw it into my own waste basket. Wishing the MONTHLY success, I am

Yours in P. F.,

"Dick."

KEOKUK STATION, Feb. 26, 1886.

EDITOR MONTHLY:—The ever welcome journal arrived this P. M., and an article from Bro. E. H. B., entitled "*A Few Lines*," set me to thinking. I cannot see how any brother having the good of the Order at heart, has *gall* enough to say "What's the use of taking the journal, it's no good." Let me say to that brother if you do not wish to read it yourself, give it to some of your friends and give some one the pleasure of reading it. The \$1.25 you do *not* give for the journal you will blow in for cigars that will do you no lasting good, and I am sure the journal will. These brothers that *will not* take our journal are always tardy or absent from meetings, and are the ones to *kick* the hardest when asked to put their hands in their pocket and contribute 25 cents to any worthy brother who may need assistance. This will hit some one rather hard, but 'tis the truth. Suppose, now, the journal would be stopped, and the money we get from that source stopped, and all Divisions were assured a certain amount to pay our debts. Lord, but wouldn't these *no journal brothers* kick? I may be a little off on this journal business, but if a few more of the good brothers would be likewise, it would be a grand thing for the Order at large.

I send you a most truthful and touching article on the death of our dear Brother, D. W. Blackburn. You who knew him so well and long with the rest of his old friends' "Heaven has gained while we on earth have lost."

Our ball here on the 22d was a grand success all around.

Bro. M. B. Howard received a fortune the other day in the shape of two bouncing boys. Father and boys doing well, and mother also.

Yours in P. F.,

PHONE.

ROCK ISLAND, ILL., Feb. 20, 1886.

EDITOR MONTHLY:—Thinking perhaps there are some brothers who would like to know what has become of R. I. Division No. 106, and as our worthy correspondent is a little bashful in writing, I will undertake to say a few words for No. 106, and hope it will arouse our worthy correspondent to do likewise soon.

Our Division is composed of excellent men and brothers. Every one of them understands his duty, and is not afraid to do it. Our worthy Chief is the right man in the right place, and is useful as well as ornamental and keeps everything moving.

Our S. and T. is another good and true brother, and watches the Division's business closely. He deals in lumber sometimes, but not often. With Bro. Yantis as A. C. C.; Bro. M. S. Bledsoe, S. C.; Bro. J. E. Baker, J. C.; Bro. Phil O'Brien, I. S., and Bro. Palmer, O. S., gives No. 106 a good strong list of officers ever ready to do good for the Order.

Some of our Brothers, while business is dull, are recruiting their health after bucking snow this winter. Bro. J. Beasty has charge of the three man's crew, while Bro. J. Less-

ley is away. Bro. F. Bledsoe handles the bills and tickets on the regular, while Bro. A. M. Crane is recruiting. Bro. Dizotell is running Bro. Gifford's crew. Sim has taken a lay-off to visit his home in the East. Bros. J. M. Clark and F. Baughman are on the through-runs to Des Moines with Bros. Roper and Mapes, of Div. 38, on the opposite runs. Bro. J. P. Bledsoe has retired from railroad life. He is now editor-in-chief and publisher of the B. of R. B.'s journal and the *Western Railroader*. Success follow you, Joe. Bro. M. S. Bledsoe is on passenger No. 2 between Rock Island and St. Louis, and seems right at home. Bros. Cross, Baker, Perrétt and Cummings, of the C., M. & St. P., register at the R. I. depot now, and we can keep track of them better than before. Bros. Pollard and O'Brien, of No. 2, are doing well, but we don't see them often enough. Come often, brothers, always glad to see and talk with you. Bros. Burch, Finch, Yantis and Ball are running first in and first out on main line of the R. I., West. Bros. Craig, Rogers and Walker, same on S. W. division of R. I. Bro. B. Vandyke has concluded to be a granger, and work his little farm. Bros. Newhall and Seaver take good care of the Oskaloosa. Was very glad to meet Bro. Palmer at the last meeting, and had to think how to address him before we could proceed. That is all O. K., Bro. P.; will try to be more thoughtful next time.

R. I. Division is growing slowly but surely, and its members are fast taking out policies in the Insurance.

We have been looking for our worthy G. C. C., and hope to see him soon here.

The MONTHLY is the book, and pleases all who see it. Success to it. Hurry it up, we are anxious always to see it. Will try to have a few words again some time, and will tell you about the rest of the boys. May our W. C. respond soon. Hoping this will let all know that 106 is well and doing well,

I remain yours in P. F.,

I. No. U.

LONG PINE, NEB., March 15, 1886.

EDITOR MONTHLY:—You will be somewhat shocked, no doubt, to know that Long Pine Division No. 173 really had an existence. It has been the misfortune of our Division to have its correspondent remotely situated from our meetings, in fact, so that he could not get here without inconvenience to himself and work. We have been somewhat dormant in regard to giving a helping hand to the MONTHLY in the past. Trust to the future. Owing to our peculiar location and small number of charter members to start with—together with the fact that a number of our members have left to seek other fields, it has left us with a small force to work. However, we are glad to report that within the past two months our Division has taken an upward tendency, and we are now receiving new recruits, among whom we mention: Bros. Ed. L. Gilbay and C. L. Hulet, of Div. No. 129; also Bro. A. M. Wright, of Div. No. 86, and Bro. R. Flanders, of Div. No. 102.

Our passenger conductors on the Eastern division between Missouri Valley and Long Pine are: Bros. Searles, Hughes and Hoops. Bro. T. P. Noble runs the stub passenger between Missouri Valley and West Point. Bro. C. H. Baker is extra passenger man, and is liable to be found on any division of the road. We just received a new time card yesterday which includes the Black Hills divisions. The passenger men are: Bros. Chas. Elliott, R. Flanders and Bert Cox. They have a lay over day, and run from Long Pine to Buffalo Gap.

Among our freight conductors we find: Bros. M. H. Brown, of No. 173; Harry Noble, of No. 58; Frank D. Sayrs, of No. 182; Joe Beatty, of No. 126; N. R. Hamilton, of No. —; A. M. Wright, late of No. 86, and Bro. Newberg, of No. —. I may perhaps have missed one or two of our brothers. If so, only because I cannot now call their names.

One of our brothers, Philo H. Hall, of No. 102, while trying to pull a pin at Rock Creek, a station on the Eastern division, made a misstep, fell under the wheels and was killed. It happened some two weeks ago. "Philo" was beloved by all who knew him. His wife and children have the heartfelt sympathy of all his acquaintances on the entire line.

Yours in P. F.,

LONG PINE.

EMPORIA, Jan. 18, 1886.

EDITOR MONTHLY:—I thought I would write and let you know that Emporia Div. No. 11 was not entirely snowed in. We have been having some good meetings of late, and I think that No. 11 will rank among the best of the Orders. The brothers are excelling themselves in getting the working of the Order down to perfection. We find it, as Grand Chief Conductor Bro. Wheaton says, "The better we are up to the working of our parts the easier it is for all." Assistant Grand Chief Bro. Ed. Coman and Bro. Hohl, S. and T. of Div. 55, visited No. 11 the 3d of this month and gave us some very useful instructions, and we one and all join in thanking them for their pleasant visits and instructions. Our C. C. Bro. Engles is still holding the chair down with the dignity of a police judge.

Bro. Dolphin, our S. and T., is the man in the right place, but has his feet frozen and is laid up for repairs.

Bro. Ross, our S. C., fills his chair with credit to himself and the Order, and Bro. Donahue, our J. C., also as the champion orator in foreign languages, is a decided success.

The rest of the offices are filled with members that will put their shoulders to the wheel, and I think that No. 11 has a bright future.

Respectfully yours in P. F.,

C. H. B.

DALLAS, TEXAS, March 1, 1886.

EDITOR MONTHLY:—I came to this place about the 10th of last November; have made two trips back to Nashville; held a meeting of Rock City 135, both times. Our Division is increasing rapidly, and a great many are taking the insurance. I am sorry my absence compels me to a great extent to neglect my duties as Chief Conductor, for when I was there I gave it my undivided attention, and tried, in my humble way, to advance the interests of our Order. I have not lost that interest by any means, but am placed at such a long distance, I cannot keep up as I ought to with them. At the earnest solicitation of all the brothers I did not tender my resignation, but told them I would return at every available opportunity and attend the meetings. I like my new field of labor very well for one consideration alone, "rest." The climate here is perfectly delightful, especially in winter. Attended a meeting of Lone Star 53, at Denison, a few days ago, and was agreeably entertained by Bros. Garretson, Loomis and others. They have a very fine Division, of which they should be proud.

Am in receipt of a circular giving dates of our G. C. C. visits. Will use every effort to be in N—— April 6, to meet him. The journal has improved wonderfully in size and general appearance; hope it will be lasting.

All the brothers out here with whom I have talked, seemed to be perfectly satisfied with the meeting at St. Louis last December.

At the annual election of officers of Rock City 135, they did not elect a correspondent but I thought I would take the liberty of writing once in awhile, to let you know we are alive and progressing finely. Hoping to hear from you soon,

I am yours in P. F.,

ROBT. C. COWARDIN.

JACKSON, MICH., March 4, 1886.

EDITOR MONTHLY:—Wolverine Division 182 is bound to prosper under the supervision of our Chief Conductor, Jo. McKain. We started out under difficulties but hope for a bright future. We have not been in existence long but we have commenced to cut our eye teeth, and as we grow older we may be able to apply our strength so that it will be a benefit and not a detriment to our Order. By a careful perusal of the work done by our delegates and Grand Officers at our last annual convention at Louisville, Ky., who can say but that the work done by them was for the best interest and strength of our Order; certainly the voice of that convention must be the will of the ten thousand members scattered over the United States and Canada. If it is not, then the majority are at fault in not selecting those who will make laws in accordance with their views. We meet as Brothers in our several Divisions and extend to each other the hand of perpetual friendship, and offer our mite willingly to the bereaved ones of some Brother that has gone to that land from which there is no returning. Brothers, let me ask you, is this strength? We are taught that in unity there is strength. If this is so, can we best advance our interests by doing that which will give us the best insurance in the land, and that only. We now number nearly ten thousand, and the power of that ten thousand is vested in one Brother. With all deference to our Grand Chief Conductor, can he accomplish that which many of the Brothers will expect him to? It cannot be disputed but that many of us are working under oppressions and burdens which at times try our strength and patience to their utmost; any one running a freight train on the M. C. and many other roads can testify to this, and as most of us here are engaged in that occupation, and as we may need the assistance of our Grand Chief at some future time, could we not do more to help him if we could extend to him ten thousand hands in unity and strength, as well as in benevolence and fellowship.

Yours in P. F.,

STRENGTH.

PORT ARTHUR, ONT., March 5, 1886.

EDITOR MONTHLY:—Division 47 at their last election of officers appointed three correspondents for the MONTHLY, Bro. Fahey, our worthy Secretary, at Winnipeg; Bro. Rapelje at Port Arthur, and Bro. Robinson at Medicine Hat. Since then we have seen a few articles from Winnipeg and Medicine Hat, but none from here. Having no excuse to offer, we will expect your forgiveness by a faithful promise of a decided change at once. Division 47 held their third annual ball and supper in Winnipeg on Wednesday evening, March 3, and was one of the most enjoyable and brilliant balls ever held in that city, everything being complete, reflecting great credit on the managing committee, especially our worthy C. C., M. F. Hawkins, and Secretary J. Fahey. In Bro. Fahey we have the right man in the right place, and he is well worthy of the comments passed upon him by the Brothers in his untiring efforts to make the ball surpass any of their previous entertainments. But some of the Brothers and their lady friends were not so well pleased with the honor bestowed upon him by the press, and the general opinion was, among so many pretty faces and magnificent dresses it would be difficult for the experienced critic to decide who really was the belle, and who had the honor to be the guardian angel—the envied escort. But, Bro. Editor, I am trespassing on others' limits, as Bro. Fahey will no doubt give your many readers a detailed account of the ball. But knowing him not to be of an egotistic disposition, I could not refrain from passing a few deserving remarks. Our Port Arthur Division of the road was well represented on the occasion, Bro. Rapelje, W. A. Brown and W. G. Niblock being the favored Brothers to get permission to attend, and our trainmaster, Bro. J. A. Cameron, has our sincere thanks for his generosity, which goes to show that he has not forgotten the lonesome days not long over a year ago when he was in like circumstances, the above three Brothers being the only un-

married conductors on this Division. But rumor says that ere the next annual ball of Division 47 one more of our single associates shall have joined the happy benedicts; but we feel sure that nothing will induce him to be absent from the annual ball in future, for he says if he was the only red-headed conductor there he had just as pleasant a time as any, and that polished manners, graceful dancing, and a good-natured smile go as far with the fair sex as dark, curly hair. (We crossed him on the road last night; he wore the same pleasing smile, having just doubled into our crossing station in three pieces on account of snow on the hill.) Business has been good with us the past year, consequently the boys are happy. This being our dull season we feel quite satisfied with our 20 or 25 days a month which we are making at present. We have the same old staff here as when we wrote you last, just one year ago; Bros. Bonter and Brown on passenger; Bros. Rapelje, McLennan, Ensley, W.G. Niblock and Col. Gibbons on freight, and our worthy Brother, J. Niblock, at Port Arthur as Superintendent Port Arthur to Winnipeg. Bro. Eusley is limping a little at present from a frozen toe; he says the warm days have a painful effect upon it, but it is drawing around toward ballast train season, which some of the Brothers think has a deeper effect than the weather. We were pleased to shake the hand of Bro. Jones from St. Thomas, who has just arrived from that city, and takes charge of a train east of here. Hope to see more of such material for the East End.

We have had a severe winter and some heavy snowstorms which have, with the large amount of grain going east, taxed the rolling stock of the road to its utmost, but our Montreal and Winnipeg passenger trains are seen passing here sharp on time nearly every day. The 24-hour system goes into effect with our next change of time card, the company putting on an extra dial on all employes' watches at their own (the company's) expense. Will give you full particulars how it is liked when we get it working. Well, Bro. Editor, if No. 47's Winnipeg and Medicine Hat correspondents occupy as much of your valuable space in proportion to what they have to say as I have, the Fraternal Department will be well near taken up by us alone. Cannot give you any Divisional news as we do not have an opportunity to attend very often.

Yours in P. F.,

THUNDER BAY.

EDITOR MONTHLY:—I notice an article headed "A Few Lines" in the February number of the MONTHLY, to which I wish to add a few words. I agree with our brother that every conductor should have a sound intellect and good judgment, but I am sorry to say that I am afraid some of them have very narrow views.

If Bro. — thinks "the magazine is good for nothing," why does he not write something for it which would help to bring it to his standard of thinking and thus give us an example by which we could improve the matter which appears in its columns. If a brother has a fault to find and no remedy to offer, he has no fault at all. If every member of the Order would do what little he could it would make all of them feel better and be happier. The God who made all men has given each and every one a certain intellect and ability to perform his duty as a man. Now brothers, one and all, let us commence to work and go arm in arm and shoulder to shoulder. There are too many drones in our Order. Would it not be a grand and glorious thing if, when we have signed our final order and made our final run, we could all say that we have worked to its fullest capacity, all the material which has been given to us and that no man need be ashamed to follow in our footsteps. Men in all professions try to lead and every conductor should try to be the best in his calling. When I see a conductor who is not striving to excel, I consider him a drone. Nothing will come without hard work. Diligence and perseverance are sure to be crowned with success.

Now brothers let us all strive to excel one another in all things. Many of us will be passed on the wayside and some side tracked as we are not all gifted with the same intel-

lect and ability, but do not get discouraged, for if we do not meet with the same success as some of our brothers here below, when we make that final run and the Grand Chief Conductor calls us up before Him, then we will all stand on the same footing and if each and every one has worked to its fullest capacity the material God has given him, He will say, "Well done, thou good and faithful servant."

SUBSCRIBER, N. A. D.

WINNIPEG, MANITOBA, March 10.

EDITOR MONTHLY:—I beg to acknowledge on behalf of Div. 47, the receipt of your letter of the 25th ult., with cheque for \$2000.00 in favor of James Kirkup, father of our late brother, Robt. Kirkup, who was killed in an accident on the C. P. R. Although the loss of their good boy is irreparable to the aged parents, yet in their now present narrow circumstances, the receipt of this sum of money will smooth the downward course of their declining years. In reference to this I would say that our late brother had only taken out his policy and therefore had not paid any assessments. To those of our Order who are so negligent in taking out a policy in our Insurance, I trust this case will urge them to the necessity of providing for their parents or their wives and families. Do not kick, brothers, when the assessments are sent around, for our vocation is attended with so many dangers that we know not what moment He who is omnipotent in His power may summon us for our last trip across the unknown valley, and therefore let those who are hesitating delay not a moment in providing for those whom they may leave after them.

Our Division held their annual ball on March 3, and was as usual one of the social events of the season. The members of Division 47, being scattered from Port Arthur to the Rockies, look forward to the occasion with a great deal of pleasure, because it affords them an opportunity of renewing old acquaintances, and of enjoying a night's festivity.

I trust all your worthy correspondents will follow Bro. Maxwell's advice and drop their nom de plumes. I think his suggestion an excellent one, and his example worthy of emulation. Bro. Max., when you are taking your spring vacation, drop around to Winnipeg, and I shall endeavor to bowl you over with a fragrant Manitoba five center.

Yours in P. F.,

JOSEPH FAHEY, Sec'y and Treas.

LA CROSSE DIVISION No. 61.

EDITOR MONTHLY:—Wednesday, March 3, our annual reception was held in Atkinson's Hall. Only about five hundred were present, because the hall wouldn't hold any more, but from the broad smiles and exclamations of delight, we judge our guests were as well satisfied as ourselves. The Dubuque Italian band furnished the motive power, and right here allow me to remark that any Division desiring music that will absolutely force people to dance, whether they wish to or no, should engage the services of these gentlemen. Numerous old pilgrims who "just came in to look on a few minutes," were not in the hall five minutes until they forgot all their good or bad resolutions and were wildly sailing round as if it were every day business with them. The Cameron house furnished the supper, and many of us can stand up in open Division and without fear of successful contradiction, declare, "We have struck one square meal" this year at least. We have been advised to get a skating rink or the fair grounds for our next dance so we can have room enough. I would be pleased to describe some of the elegant toilets of the many beautiful ladies, but as I don't know the correct names for the different

articles, will not attempt it. But some of the brothers may feel hurt should I not mention their costumes. Bro. Bill Jones wore a huge white button-hole bouquet; Bro Geo. J. Johnson wore a big, broad smile; Bro. Garvin wore his red hair, and as I was doortender and in an exposed and very public position, I wore my new false teeth. Doubtless we shed a subdued luster over the assemblage, although I haven't heard any one mention the fact. Come up some Sunday, Bro. D and see us. We have some wealth in the treasury now and will try and entertain you or any brother who may visit us.

Yours in P. F.,

W. WADE, Cor. Sec'y Div. 61.

DIVISION NO. 191.

The assembled conductors met yesterday at Masonic Hall, and effected the organization of a Division of the above Order, with headquarters at Billings, to be known as 191, Yellowstone Division. A session was held in the afternoon, after which an adjournment was had to the rooms of the Yellowstone Gun Club, where a number of our leading citizens were assembled, and a very pleasant time was spent.

In the evening a protracted session was held and the work on hand finished up in good style.

The Division starts off with a membership of fourteen good men and true, and has every prospect of an extended career of usefulness before it. The following is the membership, with the names of the officers elected, viz:

W. S. Becker, Chief Conductor.

A. Loasby, Assistant Chief Conductor. •

H. H. Barron, Senior Conductor.

A. W. Baker, Junior Conductor.

Ed. O'Rourke, Inside Sentinel.

E. W. Beeman, Outside Sentinel.

Thomas Fleming, Montana Division.

E. J. Williams, Yellowstone Division.

T. J. Bosworth, Forsyth.

James Dearborn, Livingston.

James Conroy, Montana Division.

M. Huffsmith, Yellowstone Division.

R. H. Anderson, Yakima Division.

John Trotter, of Fargo, was the installing officer, assisted by J. W. Gilbert, of Division 124, Ogden; J. E. Marron, 36, Pueblo, Col. and T. J. Laughlin, 55, Kansas City Mo., all these gentlemen acquitting themselves with marked ability in their arduous labors. At the close of the work the committee on resolutions presented the following, which was unanimously adopted: "We, the members of Yellowstone Division, No. 191, Order of Railway Conductors, do hereby return our hearty thanks to the following for favors extended.

To the members of Ashlar Lodge, No. 29, A. F. and A. M. for the use of their hall courteously tendered by them for the occasion.

To the Yellowstone Gun Club for courtesies extended, and the use of their elegant club rooms.

To the citizens of Billings for the marked friendly feeling displayed by them to us, and their services rendered on behalf of our Order.

To S. R. Ainslie and F. L. Richmond for transportation and their efforts to make the

occasion a success. To J. W. Gilbert for his valuable services in assisting to organize the Lodge.

T. J. LAUGHLIN,
H. H. BARRON,
J. E. MARRON,
Committee.

The members of the Lodge also express their appreciation of the assistance afforded by J. E. Marron and T. J. Laughlin in the installation and otherwise.

The *Gazette* feels that it fully represents the sentiments of our citizens in congratulating the new Lodge on its favorable commencement, and on the excellent material composing its membership. We trust that Lodge 191 will flourish and wax strong, and that the kindly feelings existing between its members and the citizens of Billings may continue to strengthen as the years pass by.—*Billings Gazette*.

MOBILE, ALA., March 3, 1886.

EDITOR MONTHLY:—As silence has been our watchword down here we have let it prevent us from having anything to say through the columns of the MONTHLY, but I cannot hold in any longer, and will say that Gulf City Division, 178, is getting along very nicely. Our membership has increased to eighteen, which is doing well for us when you consider that they all belong to one division of the M. & O. railroad, and we have no members from any other road. The only difficulty we have is in getting a quorum, and we very much fear that when our Grand Chief comes, which I see by the programme will be March 29, he will find us very green. However, we will do the best we can, and make out that we know lots whether we do or not; at the same time we will be willing to admit that the G. C. knows more than we do, and we expect to gain a great deal of information from his visit. We will meet him and try and have as many as possible at the meeting. We, the members, are getting along nicely as far as we know. Our Chief, W. H. Scholes, has been off sick but is out again, looking a little bad, but he is such a man that he will not look bad long at a time, his disposition won't allow it. I don't want to occupy all the space in the MONTHLY, but I cannot close without entering a protest against the practice of some of the correspondents in using nom de plumes in place of their names. If they are ashamed of their names let them apply to the Legislature and have them changed, and then sign their full name the same as

Yours in P. F.,

T. E. BUCKLEY.

KANSAS CITY, Mo., Feb. 21, 1886.

EDITOR MONTHLY:—Why is it that so many members of our Order, many of them heads of families, neglect to join our Insurance Association?

All insurance is founded in benevolence. I cannot believe that we have any among us so wanting charity for those dependent upon them as to deliberately withhold the small sum necessary to provide against the inevitable. One of the principal requisites of a successful railway conductor is *foresight*. Note the number of provisions he invariably makes in the management of a train intrusted to his care, to meet contingencies which rarely happen. He will not risk the railway company's property, nor his reputation as a conductor upon the remotest chance; yet in many instances he fails to provide by insurance against the desolation of his household. Does this apparent indifference to a plain duty proceed from selfishness? No, for this very man will generally be found ever ready with hand in pocket to assist the family of a brother, or of one not a brother made destitute by death.

It is natural for man in the full vigor of health to indulge in the expectation of continued life; hence, many there are who find it easy and natural to postpone that, which of all things else, should never be put off—the assurance to their wives and children, that, in the event of their being suddenly bereaved, they will nevertheless be provided for.

When I have had occasion to ask a brother, "Are you a member of the Insurance Association?" I have always noted the glad consciousness of having performed a plain duty with which the answer, "Yes" is given. On the other hand, he who answers "No," will invariably do so in a shamefaced manner, as one conscious of neglect. He will generally offer excuses, as: "I have not put in my application yet, but I intend to." Another will say: "I will insure by and by; at present I can't *afford* it." To all such I would say: If there is anything you *cannot* afford it is to be without insurance. To every conductor, a member of our Order, I will say: Have no fear about the payment of your assessments. If you are a member in good standing, mindful of your obligations, a way will open. I am tempted to write much more upon this subject, but will forbear, hoping you will find space for me, and that some one will be induced to come into the Insurance Association *at once*. Do not put it off, Brothers, until by some misstep or the slipping of a handhold you fall and are picked up to be laid, mangled and dying, upon the floor of some station building or caboose.

Depend upon it, that if such an hour must come you will find the greatest consolation in the thought that the benevolent hand of the Association is open to protect those you are leaving.

N. W.

CHICAGO, Feb. 24. 1886.

EDITOR MONTHLY:—I will say, to begin with, that I am not the correspondent of the MONTHLY, but thought that a few words from Division 41 might be the means of bringing the Brothers to their senses, and waking them up to the fact that they have sadly neglected one of the principal duties they owe to the Order, and Division 41 in particular; and that is, that their attendance at our meetings is requested, and desired, and will also become necessary in order that we may have a first-class Division. We have got a good Division, and could have a better one, if all would take an active part in its workings. The officers cannot, of themselves, make it a success; they desire and expect your aid and support. Now, Brothers, it seems as if you might spare an hour or two of your time, and I know that you could not possibly put it to better use. Let us see if in the future our meetings will not increase in interest as well as numbers. We have sixty-three members in good standing, and three petitions for promotion, and a good part of our members are insured. There seems to have been a tendency to an increase in our Insurance Association members since the close of the Grand Division; I think this is due to the benefit being raised to \$2,500.

We were favored with a visit from Brothers G. C. C and P. G. C. C. Kimball a short time ago, and, although not in an official capacity, it was appreciated, I assure you. We are very glad that we have the Grand Office located in our city, and only hope it will prove to have been a step taken in the right direction, and the Order be the gainer thereby. Brother Sol Hayworth, a member of Division 53, met with a sad accident on the morning of the 13th, having his right leg run over below the knee; but the doctors think that it is possible to save it, and we all hope that such will be the case. Brothers Hackshaw and Lyle, of Division 41, have tired of living alone and have taken unto themselves partners for life and, if all reports are true, we will add another to the list in the person of our good Brother Mitchell. It appears to be the first duty on the arrival of the wagon to drop the curtains. How is this, "Mitch."

But, dear editor, I fear that I have taken up too much of your valuable time, and will close, wishing you God-speed in the good work, and congratulating you on your promotion, I am

Yours truly in P. F.,

CHAS. H. WILKINS.

GREAT BEND, IND., March 13.

EDITOR MONTHLY:—As I have seen nothing in the JOURNAL from this "neck o' timber," I have taken the responsibility upon myself to inform you that the Great Bend Division, No. 129 is in existence and in a flourishing condition. The members are all employes of the D. L. & W., and are as solid a lot of fellows as ever signed an order. We have an efficient corps of officers and members who are in earnest. We are bound to make 129 an honor to the Order of Railway Conductors. Our first annual ball was held on the evening of Feb. 22, and was a success in every respect, over ninety couples stepping to the excellent music of the Dickinson-Bernan Orchestra. The hall was neatly trimmed with flags, bunting and evergreens, while here and there beautiful pictures were hung, thus lending an air of cheerfulness to the surroundings. The supper was simply immense. You know railroad men are very poor (?) eaters, but on this occasion every man "coupled on" and did his level best. Prominent among the visiting brothers on this occasion, we noticed Bro. Bailey, of No. 9. A few days ago Bro. Brady, a popular Erie man was shaking hands with the boys here. Come again, Jim. In looking over the last JOURNAL, we noticed the picture of Bro. "Tone." We think it very natural. Congratulating you upon the improved appearance of the JOURNAL, I will "pull the pin," on this train of thought and see it it will fly into the waste basket.

TAB.

SOME MEN.

There goes a man whose clothes are plain,
Homely his face and fare,
Yet everybody knows him,
Because they know he's

Danville Breeze.

There goes a man, in all the land
No nobler can be found,
Whoever needs a helping hand
Is sure to find him ○

Boston Courier.

And here's a man, he's just alive,
He's hungry, lean and lank;
Just ask him questions, four or five,
You'll find that he's a ♪

Salmagundi.

There goes a man of gloomy mind,
For bitter words he's never at a loss;
Accost him now and you will find
That he's infernal +

Here comes a man with smiling face,
You'll pray to never meet him more;

Until the inspiration is exhausted.

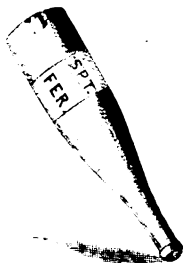
He'll "collar" you with ample grace,
And you'll find that he's a T

This one looms up with sullen frown,
He'll cheat you through and through;
His fingers grasp for every crown,
You'll find that he's a T

Here's a dandy, "Lah-de-dah,"
No man could be rasher,
So soon to leave his darling "ma,"
Yet he thinks he is a ♪

And here's another to be seen,
Who always takes things "aisy;"
Between his lips an old "dudeen,"
"Be jabers" he's a ♪

Now "Salmagundi" when you request,
With "smile childlike and bland,"
We "fill a page," we think you jest,
But still we're right on ♪



RAILWAY.

THE DOOM OF THE "SPOTTER."

I've been known as a dreamer for many long years
'Mongst those right-royal fellows, our brave engineers;
And I saw sights which startled me, horrible gleams,
As I viewed them in terror so oft in my dreams.
It is strange what a mass of delusions can creep
Through the brain of a man when he's snoring asleep.
Yesternight I retired, and I very soon fell
In a slumber, and then was conveyed into hell!

Now, perhaps, my dear reader, you'll fancy I joke
When I say, "I escaped both the fire and the smoke,"
As I sat by the side of old Pluto, the chief,
In those regions infernal, of brimstone and grief!
Sure he welcomed me kindly, and told me for years
He was anxious to capture a few engineers;
But, except my dear self, o'er his gloomy abode
There was not to be found such a knight of the road.

"I suppose you have railroaders here in galore."
Said his majesty: "Yes, I've a numberless store,
From the president down to the newsboy, they flock
Here in droves, ev'ry tick of time's swift-moving clock;
But your brothers escape, I suppose 'tis because
They are tortured above by such iron-bound laws,
That their lives to the graves from the moment of birth
Have enough of misfortune, a hell upon earth.

"In the MONTHLY, that organ conductors regard,
Last October I saw from the pen of some bard,
How a 'spotter' St. Peter denied to admit
Into mansions above, where your brothers all flit
After death pulls the pin of their mortal career.
Now, I'll show how we care for the 'spotters' down here,
Take this train, all aboard!" At a ring of the bell,
In speed quicker than thought we went downward through hell.

Past smold'ring volcanoes and mountains of fire!
I saw oceans of lava that tumbled in ire!
Vivid lightning that twisted in serpentine shapes
Round the heads of the damned ones, more hideous than apes.
We quickly descended through scenes of such woe
That my heart's blood stagnated, refusing to flow,

Till we came to a hill where the road curved around,
In hell's deepest dominions, where spotters are found!

Said my guide: "When I rose in rebellion on high,
And I sought to become the chief lord of the sky,
I despised sneakish acts, and my hosts on the plain
Were arrayed in full view of the heavenly train.
I admire a brave foe whom I meet on the field,
And I'll give to him quarter, if conquer'd he'll yield;
But a sneak I abhor! and a 'spotter' is worse,
Now behold some damned wretches whom hourly I curse!"

As he ceased, he threw open a big brazen door.
In amazement I heard a fierce, blood-curdling roar!
It ascended from victims impaled upon hooks,
With their features distorted, and heartrending looks;
There was imps busy slashing and cleaning the fire!
Till the flames up about them grew fiercer and higher!
And they leaped, and they bounded, and the "spotters" did yell
In an agonized concert, unequalled in hell.

Imps held spears in their hands, at a white heat the points,
Which they'd thrust through their bodies, and again at the joints
Were with hack-saws all tearing the damned ones apart;
While mad wolves sunk their tusks into each stony heart.
They were kicked, cuffed and quarter'd, no mercy was shown,
They were there in hell's kitchen, confined all alone.
Oh! the sights terrorized me, I 'woke with a scream,
From the fearful effect of that terrible dream!

Shandy Maguire.

ANOTHER PROBLEM IN TRAIN ORDERS.

EDITOR MONTHLY:—Kindly insert the following in your next issue of the RAILWAY CONDUCTOR'S MONTHLY, and would kindly ask for an explanation as to your views of the following: Our road is double track from Coalport to Port Haven Junction, and from there to Drakespoint, single track. No. 54 freight and coal, and No. 59 coal, are timed to meet on double track at Drakespoint. No. 54 having twenty minutes rights against No. 59 to this point, two minutes allowed for variation of watches, making twenty-two minutes. Say we have three sections, of 54 freight and coal, 1 and 2 carrying signals, and they are detained at Port Haven Junction and cannot make Drakespoint on their rights. No. 54 and 59 are considered as third-class trains, No. 2 passenger, first-class rights, is also timed to pass No. 59 on double track at Drakespoint, and in order to move first 54, we simply say to No. 2, "Carry signals to Drakespoint for first engine on 54," and to first engine of 54, we say, "Run to Drakespoint as second section of No. 2 express." What disposition would you make of flags carried by first 54, provided you

were running first engine on 54? Would you cancel flags or not? If you cancel flags what right would you have for doing so, and if you kept signals up, what right would you have for doing so? By giving your views on this, and permitting space in your worthy journal, you will greatly oblige,

DIRT BURNER.

Our correspondent has evidently made an error in locating the stations and the double track, and it is probable that the double track is between Port Haven Junction and Drakespoint, and the single track between Coalport and Port Haven Junction.

In regard to the question; were we in charge of first 54 and should receive an order to run to Drakespoint as second section of No. 2, we should take down the signals carried for the second section of 54. The order making first 54 a section of No. 2, takes away entirely its rights as 54, including orders given to it as 54. Certainly the second section of No. 2 would have no right whatever to carry signals for the third section of that train, under orders given the first section of 54, to carry signals for second 54. It is true that there is an opportunity here for a misunderstanding and accident, and a prudent conductor would ask for an explanation of the matter before proceeding, as it might be the intention of the dispatcher giving the order that the flags should remain, and certainly when taken down, the conductor should at least notify the dispatcher that they were taken down.

We sincerely hope that the readers of the MONTHLY will not fold their hands and quietly allow the autocrat of the MONTHLY to decide all these matters without dispute. If there are any contrary opinions, we hope the members will not be backward about expressing them. If every one sees just exactly as we do, we are egotistical enough to be pleased if you will pat us on the back a little.

A GRANGER'S FIRST SLEEPER.

A sleeping-car porter sees many funny things, and one on the Chicago & Northwestern railroad recently said to the writer: "People often come in here who have never been inside of a sleeping-car before. We had such a case last week. An old man and his wife came in while we were at Missouri Valley Junction. He was dressed in a stiff black suit, and his wife carried a brand new, big black valise, shining with varnish.

"Where's my bunk? I want to see my bunk,' said the old fellow.

"I looked at his ticket, and then pointed out his berth section, which was No. 6.

"Well, but I want to see my bunk.'

"Do you want to go to bed now?' I asked.

"Go to bed! Well, I guess not! Sufferin' Cyrus. What I want to see is my bunk. Where is it?"

"I explained to him that the berths were made up arter dark, and he could see his 'bunk' then.

"Well, Marthy, we might ez well camp right down here and wait fer the thing to be made up."

"I didn't have time to explain then, but early in the evening I asked him if he would like to have his berth made up.

"Well, yes, don't keer if I do. I ginerally go to bed 'bout this time to home."

"He seemed to expect me to go into the baggage-car or somewhere and bring a bedstead, or something of that sort; so I thought I would show him how the beds were made up.

"You see this little handle up here, over the aisle?" said I. "Well, I just pull this, and the upper berth comes down, so."

"As I pulled it down, the old man jumped up, bumped his head against the descending berth, seized his wife and exclaimed:

"Let's get out of this, Marthy! The hull thing's comin' down.

"When the old gentleman had recovered from his fright, and the passengers had ceased laughing, I made up the berths, and the old man climbed into the upper one, highly pleased with his 'bunk,' which, said he, 'beats my up-stairs bed-room at home!'

"And" (continued the porter, as he brushed a few invisible specks from my overcoat collar), "before we got to Chicago, he had learned the way of sleepers so well that he gave me half a dollar for blacking his boots."—*Youth's Companion*.

PAY OF CONDUCTORS.

WHAT IT SHOULD BE.

A correspondent writes: "Can you tell me the pay received by a conductor of a railway passenger train?"

We cannot; we don't know. It should be six thousand dollars a year. A competent railroad conductor must possess qualifications that in other departments of business would bring this amount.

He must serve an apprenticeship and be thoroughly educated in all the departments of railroad business, the "know how" of which is worth more than one thousand dollars per year.

To make reports, attend to finance and look after the interests of the company, he must be an expert bookkeeper and bank accountant—worth not less than fifteen hundred.

He must be possessed of the elements of politeness, justice, charity and

forgiveness; stand all kinds of imposition and abuse. When called a liar or thief must look good-natured and exercise a spirit of Christian forgiveness. The pay for all this would be very low at two thousand a year, when you take into account the wear and tear of conscience—they all get "very tired" sometimes.

He must be a police officer, to defend the property of the company also the person and property of passengers, and protect them from scamps, loafers, thieves, tramps, drunkards and dudes; this, at police rates, would bring one thousand dollars. The extra hazardous nature of such a life would swell the amount that a good conductor should receive to the sum of six thousand per annum; yet we doubt if over five out of six of the conductors in the country receive this amount for their services.—*Railway Guide*.

SOUNDS LIKE BURDETTE.

"This train," said the music teacher, "is like a pipe organ; it has so many stops." "Or a song," said the sad passenger, "because it's so low." "Or a waltz, there's so many slurs on it," said the dude. "And it's marked with accidentals," suggested the man with the sample-case. "And the road is full of turns," said the sad passenger. "And the management is thorough base," said the cross passenger. "And anybody can beat its time," said the fat passenger. "But it can't be played by flats," remarked the conductor; "tickets, gentlemen, and de capo."—*Elmira Gazette*.

RECKLESS RAILROAD RUNNING.

"Yes, these engineers seem to be more reckless now than they did when I was runnin' on the Cry and P. We never had any such accidents in them days as they have now. I remember once when I was on No. 9. It was a cattle train. I had orders to run 'em in by a certain hour so as to get the advantage of a raise which the owner was expecting. The fast mail was ahead of us. That was when the fast mail was new on the road, and we all hated it, or to tell the truth, we hated the men who run the engines on them trains. They were powerful stuck-up until some of them got the window."

"What's that?" Jimmy interrupted.

"Same as the g. b. They used to fire a man out of the door, but now they throw him out of the window. See?"

"Yes. Well, as you were saying—"

"As I was saying, we hated the fast mail. I was on No. 9, comin' this way—east—and had a load of cattle. The fast mail was ahead of us. I

saw it about six miles down the track. It had stopped in the open peerary for somethin'. I says to my stoker—Nick was his name—that fast mail's in our way. I'm thinkin' she's behind herself, and I know we are, says I. So I pulls open the throttle wide and tells Nick to tie his boots on. Down grade all the way. When we got in a few feet of the f. m. I kind o' pulled the throttle one-sided and we left the track. It was an open peerary, and the ground froze hard. We cut across lots to the curve and struck the track again ahead of the fast mail, and came into the Union Stock Yards one hour and three minutes ahead. That's as true as I'm standing here."

"You say you were coming east and the fast mail was ahead of you?" asked Jimmy, of the bar.

"Yes, that's what I said."

The lights went out and so did the man. He met his comrade on the curbstone and said: "Don't never try to work a hotel bar man with a railroad story. The minute I said the fast mail was comin' east I saw that he was on. The fast mail don't come east. He had the sugar in the glass till I said east, but I wouldn't go back on my word. S'pose we go down to the House of David and try it on there?"—*Chicago Herald*.

A FATAL ACCIDENT.

DEATH OF BROTHERS RAYMOND AND SMITH, AND TWO BRAKEMEN.

The following are the particulars of the accident as far as we have been able to learn them; the fact that all the men in the wrecked cars were killed outright, making it impossible to get the exact details:

About 9:30 o'clock last night, No. 30, the express freight, south bound, arrived at Fish's Eddy. The train had an extra following it, and the engine of the forward train, being unable to get water at Hancock, the two trains were united, and conductors Ezra Smith, of No. 50, and Howard Raymond, of the extra, and brakemen Albert Embler and Emmet Johnson, got into the caboose of the rear train. A short tance from Fish's Eddy station is a three-span bridge over the east branch of the Delaware River, which ordinarily is about sixteen feet above the water. Just before reaching the bridge a broken rail was encountered, and the train, except the caboose and four rear box cars, were derailed, and running on the bridge, broke through, and all fell in a promiscuous heap into the river, the north span of the bridge falling on the cars. The caboose in which were the four men, turned bottom upward, and took fire and was burned.

The operator at the Eddy, hearing the crash, ran to the bridge and saw the wrecked cars in the stream, but could neither see nor hear any persons, as the forward part of the train ran a considerable distance before stopping,

and the men in the caboose were either killed in the fall or stunned so as to be unable to make an outcry.

The other trainmen and others at the Eddy began at once to extinguish the fire and recover the bodies of the unfortunate men, in which they succeeded.—*Exchange.*

ORGANIZATION OF SLEEPING-CAR CONDUCTORS.

Sleeping-car conductors held a meeting at the Grand Pacific Hotel in this city, and organized the Sleeping-car Conductor's Mutual Aid Association of North America, with the following as officers: President, Robert Hibbert, Pullman Company; Vice-Presidents, W. H. Leek, New York Central and W. D. Booz, Baltimore & Ohio; Secretary and Treasurer, S. W. Rilea, Woodruff Company; Directors, W. K. Tubman, R. T. Cross, W. H. Crusey, J. Salt and E. P. Valentine. The MONTHLY wishes them success.

THE PENNSYLVANIA RELIEF.

The action of general manager Pugh in regard to the Relief Association goes far to impress the MONTHLY with the belief that there is no intent on the part of the management to do anything that is not for the best interests of its employes.

The company paid the contributions of those who had become members, for the month of February, and Mr. Pugh has just issued the following notice:

Owing to the limited time available the modified regulations of the relief department have not been fully completed, and as some of the members of the fund may not wish to withdraw until they have had an opportunity of becoming entirely familiar with the modifications determined on, the Pennsylvania railroad company and the other companies associated in the organization of the relief department will contribute to that department the full amount of contributions for the month of April for those members of the relief fund who have not withdrawn prior to March 25.

It is sincerely to be hoped that the changes to be made will make the department acceptable to all concerned.

It is a fact that many railway employes do not and will not carry any insurance and in view of this fact, the MONTHLY is not disposed to criticize any rule that may be adopted by any company, requiring its employes to carry *some* insurance, but it does think that a choice should be given them and that those who prefer others, should not be compelled to join any particular one. The MONTHLY would regret to see any of the employes of the P. R. R. withdraw from the Order of Railway Conductors' Insurance Association, but if the P. R. R. Relief or any other association or company offer them better or cheaper protection, and they cannot afford both, it will bid them God speed. The Order Association has over 3,600 members outside of its membership on the lines of the P. R. R. and aside from the fraternal feeling and association, could lose all on those lines without injury. We insist, however, that they should be given their choice.

In Central Park. She: "If the lion were to break out, which would you save first, the children or me?"

"Me."—*Texas Siftings.*

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

LXIV.

Train Service—Ejection by Conductor of Companion Road—When Legal.—A passenger purchased a ticket from N. to M. This road was used by two companies, and tickets were good on either train. The passenger entered the train at N., which stopped at an intermediate station. He then took the other company's train, presenting the ticket which had been *punched* by the former conductor, and upon his refusal to pay fare after his ticket was rejected, was put off by the conductor. In an action by the ejected passenger for damages it was

Held, that his expulsion was lawful, and the conductor did not exceed his authority.
Winn v. Northern Pac. R. R. Co., S. C., Minn., Jan., 1886.

LXV.

Common Hand and Engineer of Switch Engine not Fellow Servants—Liability of Company.—A common hand employed in a gang of men at an employment different from the use to which a switching engine is employed is not a fellow-servant with the engineer of that engine, and the company is liable for any injury suffered by the hand from the negligence of the engineer.

Garrahy v. Kansas City, etc., Ry. Co., U. S. C. C.

NOTE.—This decision conflicts with that of the Illinois Supreme Court in *Valtez v. O. & M. Ry.* *vide* LXXI.

LXVI.

Car Inspection—Liability of Railroad Company for Injury Caused by Foreign Cars—A railroad company is bound to inspect foreign cars which it draws over its road, just as it would inspect its own cars, and is, therefore, responsible to its employes for the consequence of such defects in such cars as would be disclosed or discovered by ordinary inspection. The employes take no more risks of defects in foreign cars than in cars belonging to the company; and where (as in this case) a brakeman was injured while coupling cars by reason of the bumper being so defective that it could have been seen on ordinary inspection, the company is liable.

Gottlieb v. L. F. & W. R. Co't, N. Y. C. of App., Feb., 1886.

LXVII.

Civil Rights—Conductors' Authority.—

Held, that the conductor in charge of a train belonging to, and operated by a railroad company may rightfully exclude from the ladies' car a female passenger whose reputation is so notoriously bad as to furnish reasonable grounds to believe that her conduct will be offensive, or whose demeanor at the time is annoying to other passengers; but mere unchastity will not warrant the conductor in excluding her from such car, whether she be white or colored.

Brown v. Memphis, etc. Ry. Co., 5 F., C't. R. 499.

NOTE.—Conductors and railway companies have been greatly annoyed by the various provisions of the Civil Rights Act of 1875. As they are only permitted to make such discriminations as are reasonable, and founded on good public policy, it was thought at first the providing of separate accommodation equally as comfortable and advantageous in every respect as those furnished whites would answer, but

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even this discrimination is not clearly justifiable. A person of color cannot be required, by any rule or custom based on any distinctions of race or color, to accept other or different accommodations than those furnished to white persons.

LXVIII.

Expulsion—Conductors Must, Before Expelling the Passenger, Refund the Unearned Passage Money.—In an action for damages in this case it was

Held, that where a traveler, on the faith of representations made to him by the company's agent, stops over on his ticket, and attempts to resume his journey on the same ticket after it has, by its terms, expired, the conductor cannot lawfully expel him from the train without first restoring to him that portion of the passage money which is represented by that part of the transit called for by the ticket which has not yet been made, or deducting it from the fare claimed for the rest of the journey. The ticket is evidence that the fare has been paid for the entire transit, and there is no rule, founded in sense of justice, which will allow the company to keep the passage money, where he has acted in good faith, without transporting him over the route for which he has paid. Judgment for plaintiff affirmed.

Burnham v. Grand Trunk Ry. Co., S. C. of Me.

NOTE.—This decision is in conflict with several previous ones in different States, it having been held heretofore, in several instances, that where a passenger stopped off without complying with the requirements of the company in procuring a stop-over check, that he thereby voluntarily surrendered his right to the balance of the transportation called for on his ticket.

LXIX.

Rule of Fare—Act of Conductor—Damages.—This is a suit by plaintiff, who entered the defendant's car without procuring a ticket, and handed to the conductor the ticket fare. The conductor afterward demanded of the plaintiff the additional amount required by the rules of the company to be paid by persons who had not secured tickets before entering the train. The plaintiff refused to pay the extra fare. The conductor, without first offering to return the amount which the plaintiff had paid him, stopped the train. Before the train had stopped the plaintiff tendered the rest of the sum demanded, but the conductor, carrying out the rule of the company, not to accept fare after the train had been signaled to stop in order to put a passenger off for non-payment of fare, refused this tender, and dragging him out of the car, and as the plaintiff was in the act of leaving the car, handed to him the money which he had paid.

Held, the company liable for damages.

Held, that the conductor, having accepted, without objection, the ticket fare tendered as the payment of full fare, that he could not thereafter change his mind and demand the extra fare; nor could he commence proceedings to put the plaintiff off without first returning to him the money which he had paid.

Bland v. Southern Pacific R. Co., Cal. S. C.

LXX.

Right of Passenger to Resist Unlawful Expulsion.—When the conductor is in the wrong, the passenger has a right to protect himself against any attempt to remove him and resistance can lawfully be made to such an extent as may be essential to maintain such a right. Cases occur where circumstances may imperatively require that the passenger should remain on the train on account of others who may be there in his charge or, where it is necessary that he should hasten on his journey without delay; and if, by reason of the mistaken judgment, or willfulness of the conductor, he should be expelled when lawfully there, serious injury might follow.

Held, that the law does not, under such circumstances, place the passenger within the power of the conductor; and, when lawfully in the cars, he is authorized to vindicate such right to the full extent which might be required for his protection.

Englis v. Delaware & C. Co., N. Y. S. C., 15 F. R. 90.

NOTE.—It seems that passengers have a right to resist unlawful expulsion, but that they have no right to carry resistance to an extreme point. Neither have they a right to resist for the mere purpose of bringing upon themselves violence in order that the same may serve as ground for recovering enhanced damages. But it has been well observed, by the majority of recent decisions, that "if the conductor has the right to eject the passenger, and is proceeding so to do in a lawful manner, the latter has no right to resist; and if, in doing so, he receive injury he will have no one to blame but himself, and no recovery can be had."

LXXI.

Fellow servant and Co-servant—Liability of Master.—This is an action to recover damages for a personal injury suffered by plaintiff, a car repairer, while at work on a car on the "dead track." The injury was occasioned by an engineer of a switch engine mistaking the signal of the yardmaster and driving his engine in and upon the "dead switch," and against the car where the plaintiff was at work. The company demurred to the evidence, and a judgment for cost rendered against plaintiff, and the latter appealed.

Where a servant of a railway company sustains personal injury while engaged in repairing cars, through the negligence of a fellow-servant, a driver of a switch-engine, in mistaking a signal while pushing cars, it was

Held, that the plaintiff could not recover against the company, the common master he and the engineer being fellow-servants, and in the same line of employment.

Valtez v. The O. & M. Ry. Co., Ill. S. C. L. A. 28.

NOTE.—Those who are engaged in the service of the same master in carrying on and conducting the same general business in which the usual instrumentalities are used may be justly considered fellow-servants. The definition of a fellow-servant may be a question of law—but it is always a question of fact to be determined by the evidence whether a given case falls within that definition. 106 Ill. 220. Those who are habitually "consociated" in their daily duties require the co-operation of each other; such persons are co-servants; and in an action of one, a tracklayer or repairer, against the master for an injury suffered by reason of a large lump of coal being carelessly thrown from the tender of a rapidly passing express train by a fireman which struck plaintiff, and caused such injury as to cause his death, it was

Held, no recovery could be had by reason of their being co-servants. 93 Ill., 317.

This decision has been severally criticised, and the rule dissented from by many courts, and even the same court modified this view largely in the decision of *R. R. Co., v. Moranda*, 188 Ill., 581.

It may be laid down as a general rule however, that a master is liable for all injuries caused by the negligence of a fellow-servant, when such fellow-servant is empowered with superior authority and may direct the inferior. 36 Ohio, St., 221.

In a case (see 8 Fed. Rep. 153) a fireman was injured by the misconduct of a superior servant, for which injury the common employer was held liable. There is a good authority for holding thus, and it is manifestly the only just and equitable doctrine. It may be a breaking away from the rules of the English common law, and from the former doctrine of the courts of this country; but the tide seems to be now fully set in the direction of justice and humanity, and the railway laborer, who, under the old rule, was left to be driven about by the winds of chance, stranded upon the shoals of misfortune, or wrecked upon the rocks of adversity, will be better protected in his person and rights in the future. See 14 Fed. Rep. 83, 317 Wall 513; 93 Ill., 302.

—We are pleased to be able to announce to our readers the arrest and probable conviction on a charge of larceny of J. H. Lewis, the man who for the past year and a half has often represented himself to be the brother of W. P. Daniels, supporting his claim by presentation of stolen letters. He was arrested in St. Joseph, Mo., and a varied assortment of clothing, letters, passes and other articles, presumably stolen, were found in his possession. As he is also wanted at Minneapolis, Minn., for connection with a counterfeiting gang, it is quite likely that he will subsist at the expense of the public for some time to come. He was employed on the B., C. R. & N. at Cedar Rapids as brakeman under the name of A. Decker, and while there broke into a caboose and stole clothing and letters belonging to N. E. Daniels.

YARDMASTERS' DEPARTMENT.

All communications for this department should be addressed to THE RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn St., Chicago, Ill., until further notice.

DENVER., COL., Feb. 22, 1886.

EDITOR MONTHLY:—I wish to post all railroad men in regard to a man named A. L. Roberts. His home is in Ogden, Utah. He formerly ran a train on the Idaho division U. P. Ry., and I think does, or did belong to some conductor's association, probably at Ogden. He worked for the U. P. Co., here and left, beating board and clothing bills to the amount of \$50; he drew over \$100 when he left; he repeatedly told lies and misrepresented things to people he owed, to deceive them. The country is being overrun with just such men, and the sooner all honest railroad men find them out the sooner the service will be respected as it should be. Respectfully yours,

S. STEWART, U. P. Yards.

PHILADELPHIA, PA., March 8, 1886.

EDITOR MONTHLY:—The great *bete noir* to the increase of membership in the Yardmaster's Association in the East (outside of those in the employment of the Pennsylvania Railroad) appears to be the Pennsylvania Railroad Company. As the above company controls nearly all the principal lines between New York and Chicago, New York and St. Louis, and New York and Washington, the idea appears to have got into the heads of those yardmasters not in its employ that they also control the Yardmasters' Association.

I wish I could disabuse the minds of would-be members of the fallacy of this notion. The Y. M. M. B. A. originated in the West, some years ago, entirely outside of Pennsylvania Railroad influence, and was taken up lately in the East by the yardmasters of this section, with an ardor which speaks well for its future. Its objects are mutual friendship and benevolence, founded on the broad principle of human charity, in the self-respecting garb of mutual assistance, and we seek to enlarge this circle of usefulness, until it shall embrace the entire body of yardmasters in the United States and Canada. We are under no influence but our own, and we wish to extend that influence until it is felt throughout the length and breadth of the railroad systems of the country. We have no sectional feeling in the matter, and it is a matter of indifference to us where a man comes from, or what railroad employs him, so long as he is a member of our Association.

"No pent up Utica contracts our powers,
But the whole boundless continent is ours."

I have been led into making the above remarks on account of recent observations. In a previous letter (which evidently did not reach you) I adverted to the fact, that the membership of Division 37 was composed principally of yardmasters, or their assistants, who were in the employ of the Pennsylvania Railroad or lines controlled by them, with the exception of a couple in the employ of the Philadelphia & Reading and of the Wilmington & Northern—and this, too, out of a membership of seventy.

This membership is included in a territory of (say) thirty miles, from Philadelphia, viz: North of Wilmington, Del., east of Downingtown, Pa., and west of Trenton, N. J. There are only about a half dozen members outside of this limit. We have been trying to get the Yardmasters of the Philadelphia & Reading to join us, but have not succeeded, except in a couple of instances. Why, I do not know. Perhaps it is owing to the feeling having gone abroad, as I have already stated, that the association is controlled by "Penn-

sylvania" influence, and that the well-known antagonism existing between the above rival corporations has created a mutual distrust among the employes. I should hope not, but if such is the case, let us hope that ere long they will see the error of their ways and enroll themselves as members of the organization.

On the 28th ult., Division 44 held a union meeting in the reading room of the New York Central depot in New York, its object being to induce the Yardmasters of the New York Central and other railroads centering in New York, to become members of the Y. M. M. B. A. It was attended by the members of Division 44, a strong delegation from Division 37, and a few members from Baltimore and Boston. The benefit of the Y. M. M. B. A. were lucidly set forth by the members, and the result was that a couple of the N. Y. C. men enrolled themselves as members. At this meeting a member gave expression to the views given above, viz., that the idea prevailed among the New York people that this association was part and parcel of the Pennsylvania railroad.

He proposed that Division 44 should, as a remedy, and to counteract this prejudice on the part of the N. Y. C. people, move from Jersey City to New York, and as the latter was the larger place, locate there, and let the yardmasters of that place if in the majority control the Division. This would, I think, be a move in the right direction, and would do away entirely (at least at that point) with the prejudice spoken of. It is immaterial to the Order at large where a Division is located, and "if the mountain won't go to Mohammed, Mohammed must go to the mountain."

In connection with our visit to New York, I must not forget to mention that the members of Division 44 right royally entertained their guests. We were escorted to one of the best hotels in Jersey City, where a first-class dinner, consisting of several courses was spread before us. To say that the visitors did justice to the solids and liquids spread before them, would be but faintly expressing it. Let us hope that the hospitality shown us, may be duly rewarded by an increase of membership at least as large as their hearts; and that will be in the estimation of those who partook of it, large enough to make them the largest Division in the Order. Hoping that if these lines should meet the eye of any yardmaster who is holding aloof from our organization on the ground of "foreign influence," and that they shall have the desired effect, I remain,

Truly yours,

"KEYSTONE."

—The C. B. & Q. have lately examined the employes in train service for color blindness. One of the examiners on the Iowa division reports that about two per cent. on that division were color blind. The examiners were practical men and not "theorists," and inability to name different shades of the same color was not called "color blindness." We trust we shall receive further particulars in regard to this important matter, for while it is not necessary that train men should be able to distinguish between "bright garnet" and "dull cardinal," it certainly is important that they should be able to distinguish with promptness and certainty between green and red.

—The General Superintendent of a great railroad was sitting in his office, when a well-dressed man entered. "Is this the Superintendent?" "Yes." "Glad to see you, sir. My name is Balkeers, and I want a job." "In what department?" "Want a position as conductor of a passenger train." "Do you understand your business?" "Try me once." "I suppose you would turn in every cent that belonged to the company?" "No, sir; but I'd whack up." "About how much would you take per day?" "According to business." "You'd always make it a point to bring in some little money, wouldn't you?" "Well, I'd help myself first, and then——" "My friend," said the Superintendent, "I want you. You have told me the first truth that I have heard for years."—*Arkansas Traveler*.

MENTIONS.

—The Billings paper comments has the following "personals" on the occasion of the organization of Yellowstone Division, No. 190:

Conductor John Trotter, of Fargo, is much pleased with the climate here, which, he says, is a pleasant contrast to that of Eastern Dakota.

Ed. Beeman will make an efficient "Outside Sentinel," and will punch the ear of any intruder who seeks to spy out the mysteries of the Order.

Conductor J. W. Gilbert, of Salt Lake, expects to make a trip to Billings next year by the short rail route through Wyoming, and down Clarke's Fork.

—Bro. James Lowery, of Division 148, was lately married to Miss Jennie Owens by Rev. G. R. Stuart. The MONTHLY extends hearty congratulations.

Conductor R. H. Anderson, of the Yakima Division, says his end of the road will discount all the rest for its big tunnel, big mountains, big timber, and big fish.

—Conductor Wedge has received his premium lantern and returns thanks. He thinks it will supersede the electric light in that part of Aurora where he resides.

—Bro. A. G. Post, of Division 32, has returned from Hot Springs so much improved that all his friends were agreeably surprised. He took his "run" March 1st.

Conductor T. J. Laughlin during his visit here yesterday is said to have become deeply smitten with a lady he met here; in fact, it is said to be a case of love at first sight.

—We are in receipt of full accounts of several balls, reunions and banquets, but cannot find space for them. All report an excellent time and fill the soul of "ye editor" with regret.

Conductor J. E. Marrow, of Denver says nothing is too rich for a conductor, and the entertainments that will be given by the Brotherhood in Billings will eclipse all others in style.

—West Farnham Division No. 80, was organized on March 17 by Bro. Frank W. Flint, assisted by a large force from Division 24. A full report comes to hand too late for insertion.

—James Kirkup, father of our late Bro. Robert Kirkup, who was killed near Rat Portage, Manitoba, acknowledges with thanks the receipt of \$2,000 from the Insurance Association.

—M. J. Kenny, First Vice-President of the Y. M. M. B. A., was in the city a short time ago and exchanged some of his South Chicago property for a farm. The MONTHLY acknowledges a pleasant call.

—During the month of February twenty-one patents for car couplers were issued. It would seem that it ought not to be difficult for railways to supply themselves with an automatic coupler if this rate is kept up for a few years.

—What one cent will do. Send your name and address on a postal card to the M. E. A. Co., 1267 Broadway, New York City, and obtain full particulars of a positive cure for nervous debility, and all sexual weaknesses without medicine.

—Robinson Division No. 78 is under lasting obligations for a beautiful altar cover embroidered with the colors of the Order and presented to the Division by Mrs. G. W. Topping, the estimable wife of Bro. Topping, and they wish to return their sincere thanks for the same.

—Bro. Arnold, of Division 41, wishes to know the address of J. A. Pugh, formerly conductor on the Central Pacific. Any one knowing his whereabouts will confer a favor by communicating with Bro. Arnold in care of the Secretary of 41.

—Keystone Division No. 32 reports a successful entertainment by which the sum of \$175 was placed in the treasury. Among prizes given were a silver water-set and a fine hanging-lamp. Our informant omits to state who were the fortunate recipients.

—The United States Railway Passenger Conductors' Association have something to say to you in our advertising columns this month. Their secretary reports business good and flattering prospects for the association. Every conductor should have some protection in case of accident.

—We are in receipt of the *Railway News*, published weekly in Philadelphia, and although this is the first copy we have seen, it is an old established paper. The address is 329 Walnut street; terms, \$4 per annum, and it is well worthy the patronage of all interested in railway matters.

—Grafton Division No. 190 was organized by the Grand Chief Conductor, assisted by members of Division 183, Monday, March 15, and takes its place in our ranks with bright prospects for the future. A full report of the organization reached us too late for this issue of the MONTHLY.

—The Ry. Y. M. C. A. of Peoria are agitating the question of raising funds to erect a building of its own there. The railway branch of this association now owns buildings in Galion, O.; Detroit, Mich.; Cleveland, O.; Union City, Ind.; Troy, N. Y., and we believe Elmira, N. Y., but are not certain.

—We are in receipt of the address of P. M. Arthur at a union meeting of engineers held lately in Easton, Pa., and regret that we are unable to find room for it in this month's issue. It is well worth reading by all interested in railway service. The sender, who does not make himself known, has our thanks.

—Bro. C. E. Weisz, Middletown, N. Y., has an extra copy of the MONTHLY for January, July, October and November, which he will send to any one wishing them to complete their files, and he wishes to procure September and December, 1884. Any one having them to spare will confer a favor by writing him.

—Logansport Division No. 110 wishes to acknowledge the receipt of \$375 75 contributed by various Divisions in response to their appeal for assistance in behalf of the family of the late Bro. Frank Dempsey. The secretary sends a full statement of the amounts contributed by each Division, which is omitted for want of space.

—We note that Bro. E. Chamberlain, of Division 67, is a candidate for railway commissioner of Iowa, and so far as we are informed the only railway person whose candidacy is advocated by railway employes. Certainly Bro. Chamberlain would be an excellent man for the place, and with the united support of those engaged in train service in Iowa, ought to "get there."

—Married, in Chicago, March 16, by Rev. Dr. Thomas, Timothy Chase, of Aurora, Ill., and Miss Mary M. Pope, of Indianapolis, Ind. After a short trip to Cincinnati the happy couple will make their home in Aurora. Mr. Chase is a popular conductor on the C. B. & Q., running a suburban passenger train. The bride, a charming young lady, will receive a hearty welcome to her new home.

—Among the numerous callers of the past month we recall the following: Brothers W. R. McGill, Milo Burns, Fred L. Chase, E. B. Carr, M. Kent, E. B. Feathergill, Cal Millard, J. M. Howland, T. C. Borden, J. P. Esman, A. G. Moulton, L. M. Blakesley, Wes Permar, J. H. Foggitt, J. A. Dunham, D. V. Giffin, H. S. Gray, J. R. Oliver, T. E. Burns, J. N. Braddock, Wm. Kilpatrick, O. H. Ayers, C. H. Wilkins, C. D. Rossetter, A. G. Bodley, Ed. Little and many others.

In Memoriam.

"THERE'S NOTHING TERRIBLE IN DEATH;
'TIS BUT TO CAST OUR ROBES AWAY,
AND SLEEP AT NIGHT WITHOUT A BREATH
TO BREAK REPOSE TILL DAWN OF DAY."

Gardner.—Henry L., in the forty-eighth year of his age, of erysipelas, after a short illness. The funeral took place at the Roseville Presbyterian Church, after which the remains were taken to Hudson, N. Y. for interment. Roseville Lodge, F. & A. M. No. 143, attended in a large body, of which Bro. Gardner was a member. Bro. Gardner was a charter member of No. 168, and is the first loss in our ranks.

Hewitt.—Wm. Hewitt, father of our worthy Bro. John S. Hewitt, of Division 21, died Feb. 21, 1886, at the home of Bro. Hewitt. Creston Division No. 21 passed resolutions of sympathy.

Hall.—Philo H., a worthy and respected member of Oatley Division No. 102. Resolutions of respect were adopted by the Division.

Bro. Hall was one of the few men with a faculty for making friends and retaining their friendship. Temperate, kindhearted, and always pleasant, few had less enemies. Bro. Hall was insured by the O. R. C., showing that while enjoying health and strength he was not unmindful of possible danger and disaster, and provided for her he held so dear, before it was too late. Peace to his ashes, and may we all leave as good a record behind us.

Louby.—For the first time in the history of the organization of Boston Division No. 122, O. R. C. the angel of death has entered our midst and robbed us of one of the brightest members of our Division, and the Order in general of a courageous and honorable member. Bro. Francis C. Louby of this Division, left his home on Wednesday morning February 24, in the fullness of health, buoyant in spirits, and in anticipation of spending a happy time at the next meeting of the Division which fell on the Sabbath following. But a few short hours sped by ere he was returned cold in the embrace of death. The circumstances of the accident are peculiar, inasmuch as Bro. Louby who was running local freight had been so often the cause of warning others against the very accident that carried him off. It seems he had crossed over on the opposite track to admit of the passing of a passenger train, and while walking down the track, he was overtaken, struck by the engine and fatally injured. Kind and loving hands raised him up, and all that medical skill could do for him was cheerfully done, but the angel of death had set his seal upon his brow, and before he could be conveyed to an hospital he died. Bro. Louby joined the Order March 12, 1885. He carried an accident insurance upon his life in the Traveler of Hartford, but suffered it to run out in September last, though he was repeatedly urged to renew it. In November, 1885, he joined the Insurance of the Order, his insurance costing him \$2.50, and had not paid any assessments on account of deaths. This \$2,000 will be a great help to his aged mother whom he idolized, and his sudden taking off is a warning to all, not only as regards death, but as regards insurance also. Be ye also ready. His funeral occurred on Saturday, Feb. 27, and was attended by members of Division 122, and conductors of various roads. Great credit is due Mr. B. G. Allen and J. W. Ross, superintendent and dispatcher respectively, of the N. Y. & N. E. R. R., for their kindness in so arranging as to admit of all attending the funeral who wished to do so. The floral tributes were many and beautiful. Suitable action was taken on his death, and a series of resolutions adopted extolling his virtues and deprecating his untimely death. A copy was also forwarded to the aged mother of the deceased.

Murphy.—Died at Bristol, Ill., Mrs. Mary E. Murphy, of dropsy of the heart, aged 63 years, mother of Bro. J. F. Murphy, Kaw Valley Division No. 55.

Mother, thou hast left us,
And gone to a better home;
Heaven may protect us,
As we are left alone.

Reagan.—Died, in this city, March 3d, 1886, of consumption, Bro. T. Reagan. By his death the Order of Railway Conductors loses an earnest and faithful brother and supporter

his family an affectionate son and brother, his employers a trustworthy conductor; and we, his brother conductors, feel especially afflicted by the loss of his true devotion to the Order of Railway Conductors. We unite in heartfelt sympathy with his bereaved family, and in this hour of affliction extend to them our heart and hand. We extend to Mr. and Mrs. J. M. Moberly, of the Moberly Hotel of this city, our sincere thanks for their kind attention and assistance. We will always think of you as friends, and we assure you we will remember you as those we much respect and esteem. We all unite in good wishes for your future welfare. We also extend to the different railway managements who kindly gave us free transportation for Bro. Reagan's remains and attendant from this city to his home in Ripon, Wisconsin, our sincere thanks.

Raymond.—Smith.—With pain I am forced to again inform you that we (Millard Division 104), have received another severe blow by the loss of two worthy members, W. H. Raymond and E. F. Smith. On the next morning the peaceful quietness was disturbed by the dread messenger of death after having called the above named to that land from "whose bourne no traveler returns," and burdened Bros. Geer and St. John with the sad task of breaking the news to their respective families. Picture Bro. G. L. Geer entering a happy home and facing five little girls and their mother, to fulfil the sad errand. Just so with Bro. L. S. St. John, who conveyed the sad intelligence to Bro. Raymond's family, which consists of a wife and a bright boy.

Bro. Smith was buried with the honors of the O. R. C. and K. of P. Friday morning. There were seventy members of the K. of P., and forty of the uniform ranks in full dress, twenty members of the Order, and about forty railroad men in line. Bro. Smith was highly respected by all, a true member to our Order, and a worthy Knight of the K. of P.

Through the kindness of our Superintendent, Mr. E. Canfield, a special train was provided Saturday morning for the members of the O. R. C., Masonic Lodge, and the many friends to attend the burial of Bro. W. H. Raymond at Walton. The train arrived at Walton at 12:20; dinner was provided for all by Walton Lodge, of which our brother was a member, and our truly good Bro. St. John is Master. At 1:30 p. m., line was formed which was composed of twenty-six conductors, 24 Masons, ten engineers, twenty-five brakemen and about ninety railroad men of other branches.

Mr. Wheeler from Hancock, conducted the services at the grave, assisted by the Hon. M. W. Marvin from Walton. J. A. Wallace, J. W. Fowler, W. Bagley, W. C. F. Bastian (all of Masonic fame), were present.

As to character and standing of Bro. Raymond, I can only say that he was loved by all, and one from whom we have learned many a lesson. Should we follow his footsteps, we shall be able to lay aside our labor when that trumpeter calls, and then it can be said of us as we say of him, "His works live after him."

Near to the chambers where the mighty rest
Since their foundation, came a nobler guest,
Nor e'er was to the bowers of bliss conveyed,
A fairer spirit or more welcome shade."

Fortunate men too, so to have lived and died. Fortunate to be indissolubly united in the memory of those that knew them. Fortunate in deserving and receiving the highest honors of all who loved them. They were in possession of the principal blessings of life, of domestic love and universal respect. JUDGE.

Spangle.—For the first time since Division No. 25 was organized some five years ago, we are called upon to record the death of one of our brothers. Bro. Myron Spangle was killed in Elkhart, Ind., February 26, 1886, while in the discharge of his duties. He was taking the number of his train preparatory to going East. When he had got the number of eight cars, a pony engine with his caboose, was going to the west end of the yard to put the caboose on the rear end of his train. Bro. Spangle did not see the engine backing up until they were almost onto him. In trying to jump to save himself, he slipped and fell so that the tender of the pony backed over him; his legs were cut off below the knees, and both arms broken between the elbow and shoulder. He was bruised and jammed in a horrible manner, and was dead before any one got to him. Bro. Spangle was 40 years old, and leaves a wife and seven small children. Bro. Spangle joined with us about one year ago. He dropped the Chicago insurance to take up that of the Order of Railway Conductors. He was a man of splendid habits, and always made friends wherever he went.

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3-10

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GRAND OFFICERS OF

THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.

Assistant Grand Chief Conductor.—EDMUND COMAN, Kansas City, Mo.

Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.

Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.

Grand Junior Conductor.—WILLIAM W. FLACK, Quincy, Ill.

Grand Inside Sentinel.—CHAS. W. EVARTS, Meadville, Pa.

Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE.

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1897.

HIRAK HURTY, Elmira, N. Y.—Term expires May, 1888.

ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1897.

WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.

W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOSEPH H. KIMBALL, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and Treas., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., C. K. Cross, Continental hotel; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m., in Stendt's hall, over 193 Ea t Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2330 South 11th st.; Sec. and Treas., M. Stilwell, 1235 Lynn st. Meets 2d and 4th Sundays in each month at 2:00 p. m., in Ghio hall, corner 9th and Pine Sts.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas., Frank M. Chapman, box 87. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Retallick, box 2472. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 184 Travis st.; Sec. Z. T. Buse. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., O. Sackett, Lock Box 6, Avon, N. Y.; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin, lock box 1060. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa. Sec., P. F. Duffy, 1602 Price st, W. Scranton, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martan, box 251; Sec., W. H. Ingram, box 205. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thiemann, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R. y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hussey, box 950; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Gardfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1932.
- Creston Div. No. 21, Creston, Ia.** C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in I. O. of O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia.** C. C., S. W. Derrick; Sec., C. H. Matthews. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, Watertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon. Meets 1st and 4th Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, lock box 622. Meets every Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., A. Chipman, Sec., W. C. Wright, box 634. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C. & B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., A. K. Waddell, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 7 p. m., A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 W. st Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 2 p. m., commencing Feb. 21, '86, in A. O. U. W. hall, corner E. 6th and Locust sts.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., T. G. Murphy, box 117. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 363 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 203 Michigan st.; Sec., A. L. Vannaman, 519 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 63 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neverink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garrettson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Apgar, box 233, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 7, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, Quaker st., Schenectady Co., N. Y. Meet 1st and 3d Mondays at 8:00 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 514 S. Rusk st.; Sec., J. W. Housel, box 366. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 53, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., A. E. Gaylord, No. 200 South Ninth st. Meets 1st and 3d Sundays in each month, 10 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burhap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, Portage, Wis.; Sec., Geo. J. Johnson, box 282. Meets every Sunday in each month, at 2:30 p. m., Koop's hall.
- Lafayette Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 7th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Buft st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., H. F. Allen, box 250. Meets 1st and 3d Saturday evening, in Fireman's hall.
- Montesuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st.; Sec. and Treas., Chas. A. Ball, 511 E. North st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T. Wm. T. Price, box 219. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Feathergill, 429 Park ave., Chicago, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in B. of L. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, West Farnham P. O. C. C., J. S. Hardy; Sec. J. P. Whitney.**
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., Alex. Fulton. Meets 2d and 4th Sundays in each month at 11 a. m.
- Arto Div. No. 85, Winslow, Arizona Territory.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., E. Valentine, Jr., box 335. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Desires Div. No. 88, Riviere, Du Loupe, P. Q. C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.**
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday and 3d Sunday of each month at 1:30 p. m., cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. A. Dean, box 152. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 1162; Sec., C. D. Rossetter, box 767. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Goodhouse Div. No. 97, Goodhouse, Ill.** C. C., A. Johnston; Sec., Chas. Wimssett, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Sundays in each month at 2 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., A. W. Glenn, 462. Meets 2d and 4th Sundays in each month at 2 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 957. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co. New York.** C. C., A. H. Corwin; Sec. and Treas., G. T. Walker, box 268. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 24 Betts st; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 570. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 352 1/2 Dryads st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m., from Nov. 1 to Mar. 1, and 10 a. m. from April 1 to Oct. 31.

- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., C. A. Henderson; Sec. and Treas., B. G. Warren, box 1318.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 227; Sec. and Treas., T. C. Borden, box 227. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- R. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Brush st.; Sec., Win. H. Dynes, 1116 Wool 1st, West Oakland. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th st. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave. south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 537; Sec. and Treas., Wm. E. Finch, Box 129. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston. Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st., at Pythian hall, 176 Tremont st.
- Wasatch Div. No. 124, Ogden, Utah.** C. C., W. S. Hubbard; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb, Box 127; Sec. and Treas., A. H. Cutler. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., R. J. Mantz, 517 Pine st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook, Sioux City, Iowa; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 2:30 p. m., in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabes Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., F. W. Adams. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 233; Sec. and Treas., M. L. Blanton. Meet 2d and 4th Saturday in each month, at 9 a. m., No. 83 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., and 2d and 4th Monday at 7:30 p. m., in each month, in Red Men's hall.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson, box 434; Sec. and Treas., Wm. A. Mills, box 183. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1314 Pennsylvania ave.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., John Connor; Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Chosen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, box 567 West Gardner, Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.

- Ira C. Sherry Div. No. 147, Easton, Pa. C. C.,** Thomas Callahan 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris,** box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m. in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C., John M. Evans,** 14 Broadway; Sec. and Treas., C. T. King, 66 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m. in G. A. R. hall.
- Providence Div. No. 151, Providence, R. I. C. C., Geo. D. Wilbur,** 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va. C. C., G. W. Taylor,** 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** Wilson Marsten; Sec. and Treas., E. H. Blakeslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C., W. J. Sullivan,** 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C., H. T. Bolles,** 14 Fitch st.; Sec. and Treas., D. G. Bechtel, box 159. Meets 1st, 3d and 4th Sunday of each month, in K. of P. hall, at 5 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C., Jno. B. Kirkbride;** Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C., W. R. Mooney,** care B. & L. Ry.; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C., W. A. Richardson;** Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C., J. T. Marr,** lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C., Joseph Winder,** 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C., C. F. Brown;** Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham,** 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa. C. C., J. M. Richards,** P. O. box 157; Sec. and Treas., Jno. Burns, box 732. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C., J. H. Anderson;** Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C., A. G. White,** box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Union hall.
- Licking Div. No. 166, Newark, Ohio. C. C., Owen Stanton;** Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y. C. C., D. G. Eggleston,** Richland, N. Y.; Sec. and Treas., L. O. Rand, 41 West 9th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C., A. G. Tunison,** Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C., S. Johnston,** 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Franklin Hall 1st and 3d Sunday each month, at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C., E. G. Blaisdell,** W. J. Ry. depot; Sec. and Treas., J. P. Ancker, P. R. Ry. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C., T. G. Ross,** West Troy, N. Y.; Sec. and Treas., W. W. Conaughy, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C., W. A. McCurdy,** 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb. C. C., Geo. W. Dwinell;** Sec. and Treas., T. S. Heck.
- Thayer Div. No. 174, Thayer, Missouri. C. C., P. Fowler;** Sec. and Treas., J. B. Stanton. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C., T. P. Billingslea,** 60 Johnson ave.; Sec. and Treas., E. B. Long, Ripley, Tenn. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C., Robert Richardson;** Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C., R. A. McCrac,** 236 Junetta st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C., W. H. Scholes,** 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, 56 N. St. Louis st. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C., William Beales,** box 351; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C., J. H. Latimer,** 84 Pulliam st.; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts. at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O. C. C., Jno. Kopp,** lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C., J. McKain,** 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C., S. M. Taylor,** Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

Blue Ridge Div. No. 184, Charlottesville, Va. C. C., W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.

Salma Div. No. 185, Selma, Ala. C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

Birmingham Div. 186, Birmingham, Ala. C. C., J. T. Alexander, box 682; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.

Sunbury Div. No. 187, Sunbury, Penn. C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C., T. C. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

Grafton Div. No. 190, Grafton, W. Va. C. C., Thos. S. Flannigan; Sec. and Treas., T. A. Bradford. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.

Yellowstone Div. No. 191, Billings, Montana. C. C., W. S. Becker; Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.

East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., J. R. Osborn.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

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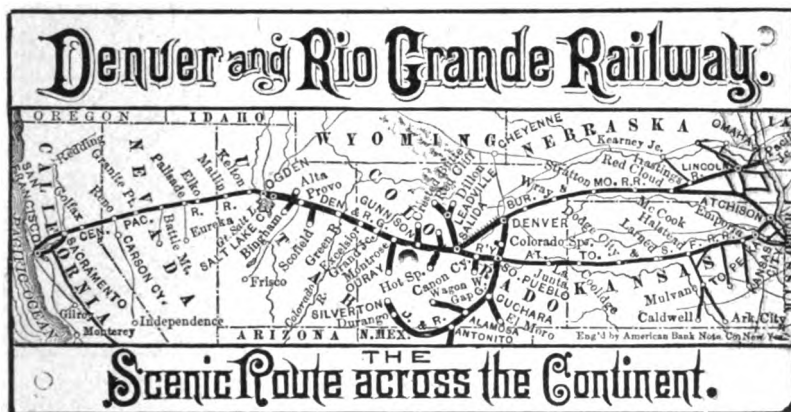
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PALACE DINING CARS

between **CHICAGO and KANSAS CITY, CHICAGO and ST. LOUIS, and ST. LOUIS and KANSAS CITY.** Meals equal to those served in any First-Class Hotel, only 75 cents. The finest

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in the World are run in all Through Trains, day and night, without change, and **FREE OF EXTRA CHARGE.** This is the only line running a sufficient number of these Cars in all its Through Trains to accommodate all its patrons.

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Missouri, Arkansas, Texas, Kansas, Colorado, New Mexico, Mexico, Arizona, Nebraska, Wyoming Territory, Montana Territory, Idaho Territory, Utah Territory, Nevada, California, Oregon, Washington Territory, etc.

The **GREAT EXCURSION ROUTE** between the **NORTH and SOUTH,** and to and from **Kansas Lands and Colorado, New Mexico and California Health Resorts** and the **Mining Districts** of the West and Southwest.

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General Passenger and Ticket Agent.

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J. C. McMULLIN, Vice-President.

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or West the*

CENTRAL Vermont Railroad

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GRAND TRUNK Railway the Old and
Favorite New England Route to and
from all Points West.

The Rolling Stock and Equipment of the
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Is second to no road in this country. It is
the only line running

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Between **Chicago and Boston**
Without Change.

And solid trains of elegant Coaches and Baggage Cars, without change between Montreal and Boston, Steel Rails, Iron Bridges, with Westinghouse Automatic Brake, Miller Platform, Coupler and Buffer on every train, assure safety while passing swiftly through Mountain, Lake and River Scenery of the most beautiful and varied description. The Train Service of this Road is so arranged that sure connections are made with the Grand Trunk Railway, and with Railroads in New England to and from all the principal cities, villages and towns in Massachusetts, Rhode Island, Connecticut, New Hampshire and Vermont. Pullman Cars, Montreal to Springfield, and Pullman and Wagner Cars Montreal to New York, without change. First-class Restaurants with Reasonable Charges, and ample time given for meals. Baggage checked through Canada in Bond, avoiding all trouble of Customs. During the summer, Excursion Tickets are sold over this line at Greatly Reduced Rates. For sale at all Stations and responsible Ticket Offices East and West.

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Cairo, Vincennes and Danville,

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NORTH, NORTHEAST, SOUTH AND SOUTHWEST. From Two to Five
Hours saved in Time by taking this Line between

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ERIE RAILWAY

On which travel is made an

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By elegance of its equipment and its perfect roadbed.

FOUR EXPRESS TRAINS DAILY EACH WAY.

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For full information apply at any of the offices on the line of the road, at the offices of the N. Y. Pennsylvania & Ohio Railroad, and at the offices of all connecting lines, asking for tickets via Erie Railroad.

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WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



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By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and Southwest.

The Great Rock Island Route

Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air-brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

The Famous Albert Lea Route

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of Interior Dakota.

Still another DIRECT LINE, via Seneca and Kan-
kakee, has been opened between Cincinnati, Indian-
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Minneapolis and St. Paul and intermediate points.

For detailed information see Maps and Folders,
obtainable, as well as tickets, at all principal Ticket
Offices in the United States and Canada; or by ad-
dressing

R. R. CABLE, Pres't & Gen'l M'gr, **E. ST. JOHN,** Gen'l T'kt & Pass. Ag't,
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100 Railway Conductors' Cards (designs work-
ed in colors) with your name, address and
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Wanted. Samples free. Specimen book containing
50 designs of different societies, sent on receipt of
15 cts. **LAWRENCE & PHELPS,** Toledo, O.

Mention this paper.

3-7

BY ALL ODDS

—THE—

Best Equipped Railroad in the World.

Chicago & Northwestern Railway

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to and from California and Colorado. It also operates the best route and short line between

Chicago, St. Paul and Minneapolis.

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Among a few of the many points of superiority enjoyed by the patrons of this road are its *Day Coaches*, which are the finest that human art and ingenuity can create. Its *Palatial Sleeping Cars*, which are models of comfort and elegance; its *Palace Drawing-Room Cars*, which are unsurpassed by any; and its widely celebrated *Northwestern Dining Cars*, the like of which are not run by any other road. In short, it is asserted that it is *the best equipped road in the world*.

All points of interest north, northwest and west of Chicago, business centers, summer resorts and noted hunting and fishing grounds, are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over 400 passenger conductors caring for its millions of patrons. Ask your nearest agent for tickets via this route, and **Take None Other**. All the leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by poorly equipped roads.

For maps, descriptive circulars, summer resort papers, or information not obtainable at your local office, write to the **General Passenger Agent C. & N. W. Railway, Chicago, Illinois.**



No. 4 Iron Block.

INDIANAPOLIS, IND.

Only Association devoted exclusively to Accidental Insurance among Pass. and Freight Conductors.

No Assessments. Payments cannot exceed \$6.25 per quarter. You know the outside cost. Each class pays its own risk. Every member being an agent, is the cause of the rapid growth of our Association. The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list:

CUT THIS OUT.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.
W. K. BELLIS, Sec'y.

Dear Sir - Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is
2. Age.....
3. Address.....
County
4. State whether you have a through or accommodation run.
5. Give name of railroad.
6. If extra conductor, state so.
7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to
Name in full
- Residence
- Whose relationship to me is that of
8. What accident company are you insured in? and give the amount of weekly indemnity.
9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....
Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$32.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$61.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$16.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash I., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and quarterly payment may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

Don't delay, Accidents will happen.

CLASS A.

Passenger Conductors and ex-Passenger Conductors, whose risk is not more hazardous than Passenger Conductors.

\$25.00

Weekly Indemnity.

\$5.00

Death Indemnity.

Actual Cost, \$6.25 qt'ly.

CLASS B.

Freight Conductors

\$15.00

Weekly Indemnity, and \$500 Death

Indemnity.

When 1000 members are secured in this class Death Indemnity will be \$1000.

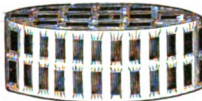
Actual Cost, \$6.25 qt'ly.

U. S. INSOLE CO. (Incorporated), MANUFACTURERS OF ALL KINDS OF Magnetic Goods.

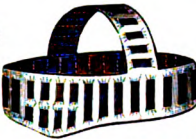


Magnetic Vest or Jacket for gentlemen. Vest and Corset combined for ladies. Best application for general or nervous debility and constitutional ailments.

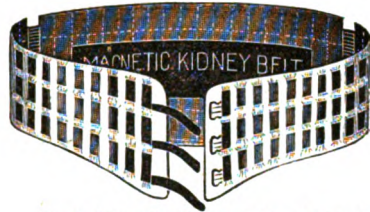
Magnetic Black Silk Smoking or Catarrh Cap. A simple beauty. No headache or catarrh where they are worn.



Magnetic Head Band for same use as Cap, but not quite so powerful.



Slowly but surely the world progresses. Drugs and poisons are giving way to Magnetism for the treatment of all diseases of a nervous origin, building up a weakened and debilitated constitution, or restoring enfeebled circulation.



Gent's Magnetic Kidney Belt. Positively cures lame back, weak kidneys, constipation, etc.; will prove it with pleasure to anyone. Best application in the world. No electric shocks. No poisons. No unpleasant sensations.



Magnetic Lung Protector for Lady or Gent. Worth its weight in gold.



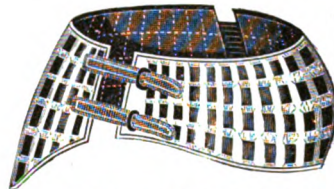
Magnetic Leggin. Very comfortable and valuable for enfeebled circulation in the limbs.



Magnetic Wristlet.



Magnetic Knee Cap. Death to lameness or stiffness in the knees.



Magnetic Abdominal Supporter for ladies. None can afford to do without it. Thousands of sufferers have been cured by this Belt, and millions are yet to be.

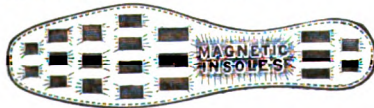


Magnetic Throat Appliance. No family should be without it.



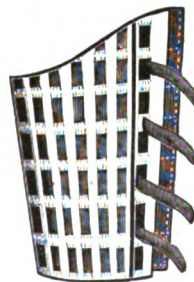
Anklet.

to manufacture Magnetic Garments Write for Catalogue free; also a valuable practical treatise on restoring and preserving the health, mailed free to any address on receipt of 2 cent stamp. Address,



Magnetic Insoles. Warm cold feet, cure rheumatism in the feet and limbs, and valuable to every sufferer from whatever cause. Should be worn by everyone. Send 50c. for one pair, or \$1 for two pair. Give size of shoe. Mailed free to any address.

If there is anything in human testimony, these Garments are no longer experimental. They have passed beyond that stage and become a demonstrated success. The question only is, where can we get the best application? We beg leave to call attention to the fact that we are the ONLY REGULARLY INCORPORATED COMPANY IN THE WORLD, licensed



Magnetic Leggin or Sciatic Garment.



Magnetic Mitten

UNITED STATES INSOLE CO.,
J. P. Dargitz, Sec'y & Treas. 228 LaSalle St., Chicago, Ill.

LEHIGH VALLEY RAILWAY.

DOUBLE TRACK! STEEL RAILS!

3 EXPRESS TRAINS DAILY 3

—FROM—

Buffalo and Suspension Bridge to New York and Philadelphia.

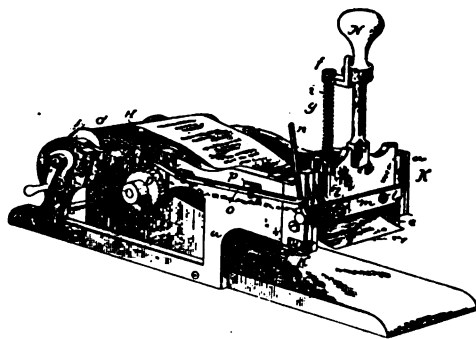
AND ALL POINTS EAST! PULLMAN'S PALACE CARS RUN ON ALL EXPRESS TRAINS!

This Popular Line runs through America's Grandest Scenery, embracing the fertile farming country of the Susquehanna Valley, the wild and rugged scenery of the Wyoming Valley, and the busy Anthracite Coal and Iron Regions of the Lehigh Valley. Anthracite coal is used entirely, thus avoiding the dense volumes of smoke that so terribly annoy passengers on lines using Bituminous Coal.

All trains of the Lehigh Valley run directly into the heart of the City of Philadelphia, (9th and Green Streets Depot), New York terminus, Pennsylvania Railroad Depot, foot of Cortland or Desbrosses Streets. Trains leave Buffalo (Erie R'y Depot) 9.00 a. m.; 4.40 and 10.00 p. m. Returning, leave New York (Pennsylvania R'y Depot), foot of Cortland or De-brosses Streets at 8.10 a. m.; 3.40 and 7.00 p. m. Leave Philadelphia (P. & R. R. Depot), 9th and Green Streets, at 9.00 a. m.; 4.15 and 8.00 p. m., for all Points in the West, Northwest and Southwest.

H. STANLEY GOOWIN,
General Superintendent.

E. B. BYINGTON,
General Passenger Agent



The above cut represents a new and improved device for addressing packages, periodicals, books and small bundles with ease and dispatch. It is so constructed that the label passes over an endless belt, revolving on a roller which is also revolving in a paste box, and furnishes the label strip with paste, the belt carrying the label strip forward to the plunger, which cuts it off and pastes it upon the package, each reverse motion of the plunger bringing forward the next label. It is adjustable to any width required, and acts with ease and perfection.

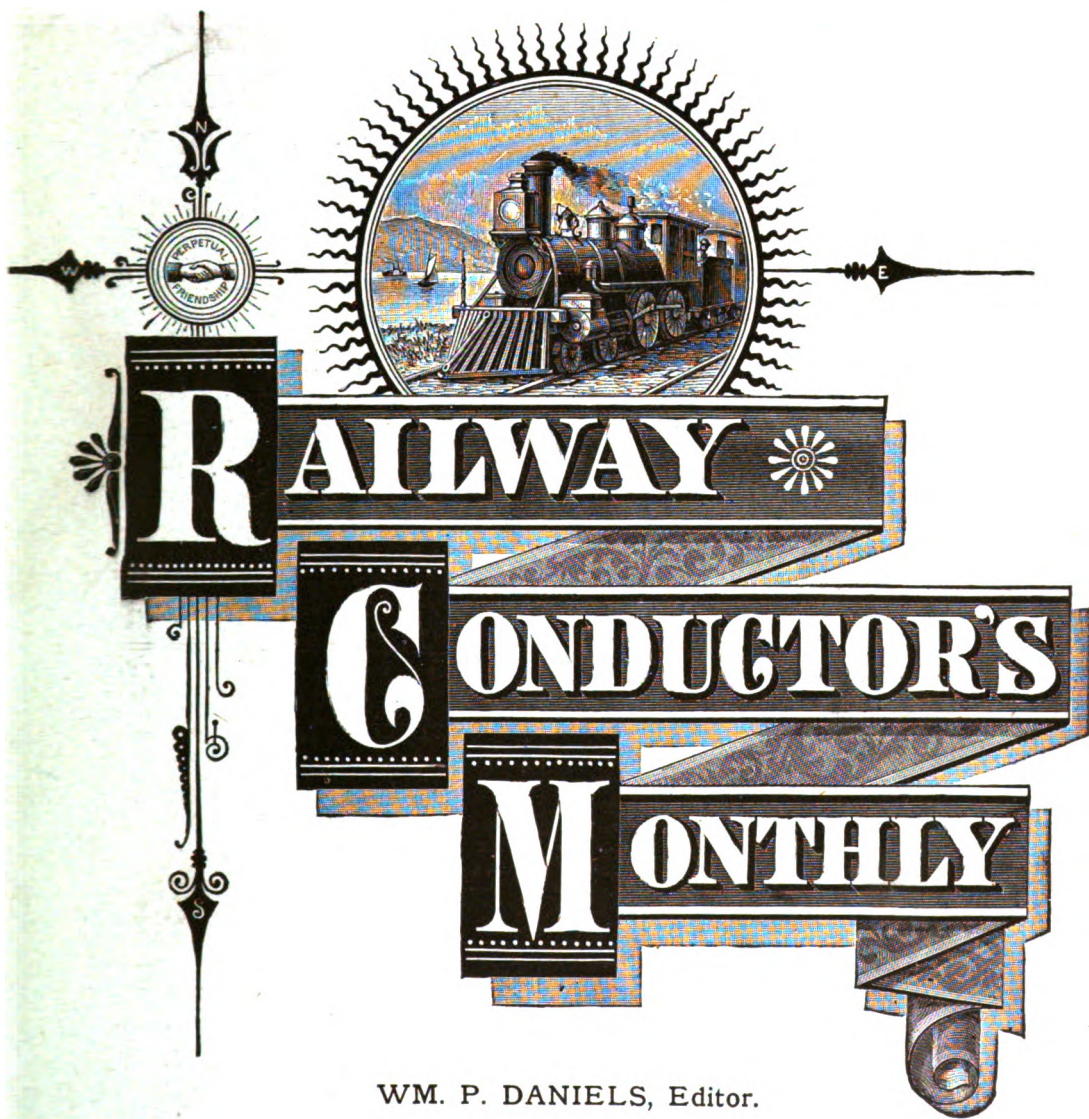
It is the invention of Alphonso LeRoy, of Dunkirk, N. Y., and Benjamin Martignoni, of Westfield, N. Y., said Martignoni assignee to Galen B. Everts, Dunkirk, N. Y. Application filed March 23, 1885. Patent issued Sept. 8, 1885.

Negotiations for State rights, royalties, forms and all particulars pertaining to the machine can be obtained by corresponding with, or visiting personally, GALEN B. EVERTS, Box 568, DUNKIRK, Secretary and Joint Owner.

Volume 3.

MAY, 1886.

Number 5.



WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,

Associate Editors.



ORANGE SACKETT,
J. B. W. JOHNSTONE,

Associate Editors.

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CHICAGO, ILL.

FOR THE FINEST, NEATEST, HANDSOMEST AND LOWEST PRICED REGALIA FOR THE ORDER OF RAILWAY CONDUCTORS
WRITE TO THE M. C. LILLEY & CO., COLUMBUS, O.
THE LARGEST MANUFACTORY OF SECRET SOCIETY GOODS IN THE WORLD.

THE "RAILWAY CONDUCTORS' MONTHLY."

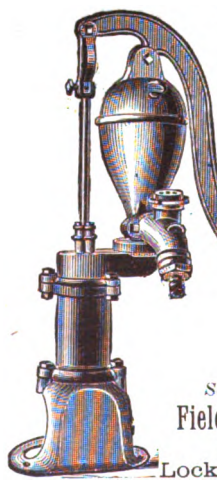
Entered at Post Office, Chicago, Ill., as second-class matter.
The cheapest and best publication of its class, will contain for the year 1886 fifty-six pages of reading matter each month.

THE MONTHLY may be found on file at Geo. P. Rowell & Co.'s Newspaper Advertising Bureau, 10 Spruce St., New York City, where advertising contracts may be made for it.

RAILWAY CONDUCTORS' MONTHLY.

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TO RAILWAY MEN

As it prints every month a biography of one of the leading American Railway Presidents, accompanied by fine portraits. Among those whose biographies have already appeared are A. B. Andrews, of the Richmond & Danville; W. G. Raoul, of the Georgia Central; Henry Fink, of the East Tennessee, Virginia & Georgia; Hon. Joseph E. Brown, of the Western & Atlantic; Jay Gould, of the Texas & Pacific; and C. P. Huntington, of the Chesapeake & Ohio.

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Copy. The regular price is twenty cents, but mention the fact that you are a railroad conductor, and a reader of this journal, and a copy of *DIXIE* will be sent you free of charge, all postage paid. Don't delay, but send at once. Address,

THE DIXIE CO.,
ATLANTA, GA.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume III.

CHICAGO, ILL., MAY 1, 1886.

No. 5.

MUSIC IN CAMP.

Two armies covered hill and plain,
Where Rappahannock's waters
Ran, deeply crimsoned with the stain
Of battle's recent slaughters.

The summer clouds lay pitched like tents
In meads of heavenly azure,
And each dread gun of the elements
Slept in its high embrasure.

The breeze so softly blew; it made
No forest leaf to quiver;
The smoke of random cannonade
Rolled slowly from the river.

And now, where circling hills looked down
With cannon grimly planted,
O'er listless camp and silent town
The golden sunlight slanted.

When on the fervid air there came
A strain now rich, now tender;
The music seemed itself aflame
With day's departing splendor.

A Federal band, which eve and morn
Played measures brave and nimble,
Had just struck up with flute and horn,
And lively clash of cymbal.

Down flocked the soldiers to the banks,
Till margined by its pebbles,
One wooded shore was blue with "Yanks,"
And one was gray with "Rebels."

Then all was still—and when the band,
With movements light and tricky,

Made stream and forest, hill and strand,
Reverberate with "Dixie."

The conscious stream, with burnished glow
Went proudly o'er its pebbles,
But thrilled throughout its deepest flow
With yelling of the "Rebels."

Again a pause; and then again
The trumpet pealed sonorous,
And "Yankee Doodle" was the strain
To which the shore gave chorus.

The laughing ripples shoreward flew
To kiss the shining pebbles;
Loud shrieked the cheering boys in Blue,
Defiance to the "Rebels."

And yet once more the bugle sang
Above the stormy riot;
No shout upon the evening rang—
There reigned a holy quiet.

The sad, slow stream its noiseless flood
Poured o'er the glistening pebbles:
All silent now the Yankees stood,
All silent stood the rebels.

The unresponsive soul had heard
That plaintive note's appealing,
So deeply "Home, Sweet Home," had stirr'd
The hidden founts of feeling.

Or blue, or gray, the soldier sees,
As by the wand of fairy,
The cottage 'neath the live oak trees,
The cabin by the prairie.

Or cold, or warm, his native skies
 Bend in their beauty o'er him,
 Seen through the tear-mist in his eyes,
 His loved ones stand before him.

As fade the iris after rain,
 In April's tearful weather,
 The vision vanished as the strain
 And daylight died together.

But memory waked by music's art,
 Expressed in simplest numbers,
 Subdued the sternest Yankee's heart,
 Made light the Rebel's slumbers.

And fair the form of music shines,
 That bright, celestial creature,
 Who still mid war's embattled lines,
 Gave their own touch of nature.

—John R. Thompson.

MITCHELL, April 5, 1886.

Editor MONTHLY.

DEAR SIR:—I inclose you a piece I have named "Striking a Balance." I believe the R. R. agent's balance sheet is made up weekly, hence the plan of four balance sheets. There may be some train men who ought to "strike a balance" on this line. This may help them a little.

Yours in P. F.,

S. E. F.

For the MONTHLY.

STRIKING A BALANCE.

Only twenty-one with the world before me,
 My balance sheet spotless and clean,
 The science of debit and credit well mastered,
 Theoretically, of course this I mean.
 Every ten years a balance I'll strike,
 To see if my figures are such as I like.

FIRST BALANCE AT THIRTY-ONE.

Debtor.

To many friends who stand beside me,
 To good advice from those who chide me,
 To a business fair, which me supports,
 To a temper free from sharp retorts,
 To energy with large ambition,
 To health that keeps in good condition,
 To a woman fair, who is my wife,
 To many joys in my wedded life,
 To children fair, both girls and boys,
 To social friends who share their joys,
 To many things herein not stated,
 To frequent favors not enumerated.

Creditor.

By honest dealing, to my thinking.
 By being moderate in my drinking,
 By strictly watching my own affairs,
 By cheerfully sharing household cares.

By contributions for the needy,
 By being not for wealth o'er greedy,
 By trying to be a man of standing,
 By only my just rights demanding,
 By dealing gently with the debtor,
 By trying some to make men better,
 By always trying every day
 To pay as I go, and go as I pay.

SECOND BALANCE AT FORTY-ONE.

Debtor.

To an experience which tells me life
 Is full of care and filled with strife,
 To a wife's efforts who, alas!
 Could not stop the social glass,
 To boys who are their parents' pride,
 Who tried so hard my bane to hide,
 To friends who, knowing the situation,
 Endeavored to stop my dissipation,
 To every man who lent a hand
 To help me on my feet to stand,
 Every one who me thus "weighed,"
 "Found me wanting," I'm afraid.

Creditor.

By striving some this taste to kill,
 Which now seems gone beyond my will,
 By a heart sometimes touched by shame,

When drunkard's prefixed to my name,
 By a soul that's filling with despair,
 For fetters forged beyond repair.
 By a struggling manhood yet refusing
 To believe reforms beyond my choosing,
 By a love for those whom God has sent,
 For whom alone I am intent
 To try with all my power to burst
 The bondage now with which I'm cursed.

THIRD BALANCE AT FIFTY-ONE.

Debtor.

To opportunities worse than wasted,
 Because of the social glass first tasted,
 To business gone, with self-respect,
 Yet I was warned what to expect;
 To my wife, dead with a broken heart,
 Because from my "ways" I would not part,
 To children scattered far and wide,
 Because "no home since mother died."

Creditor.

By a sorrow deadened through the social
 glass,
 Or these things would never come to pass,

Alas! 'tis true whoever said it,
 There's little or nothing to my credit.

FOURTH AND LAST BALANCE AT SIXTY-ONE.

Debtor.

To God who gave unto me life,
 To the memory of a sainted wife,
 To all who tried my steps to stay,
 To my scattered children far away,
 To this weak frame that cannot stand
 The repeated blows dealt by my hand,
 To the silent confines of the grave,
 Which hides what mankind could not save,
 To the blessed boon in all the ages,
 Vouchsafed poets, warriors, sages,
 I, a debtor, with last breath,
 Cry, welcome, yes, most welcome death!

ON HIS TOMBSTONE.

Here lies one who might have been better,
 While in all things he was but a debtor;
 Much to his credit was there at first,
 He "balanced" well, till he was cursed
 By a taste which brought these things to
 pass,
 He never could balance with a social glass.

REMINISCENCES OF TRAVEL.

For the MONTHLY.

We were visiting in Rushville, Indiana. There was to be a grand Democratic rally and barbecue at Shelbyville, with ex-Gov. Wright and Hon. Mr. Van Buskirk for speakers. The R. & S. railroad advertised an excursion train for the occasion, with special rates, etc. Our friends wished to go, and we accepted their invitation to accompany them.

The appointed day dawned bright and clear, and very warm for September. At 8 o'clock the train was at the depot, and so were all Rushville and the surrounding country. They were a hilarious crowd, in holiday attire, including all the fashions from the time of Columbus to date, and some styles never heard of by the fashions.

There were two coaches for the excursionists, a baggage-car, and box-car loaded with barrels of flour. There was not room in the coaches for all to be seated, so quite a number were standing, or half sitting on the arms of the seats.

For a few miles all went swimmingly; we weren't making lightning express time, but the road was "strap rail," and in a bad condition gener-

ally, so speed did not enter very largely into our expectations; glad to be making any kind of progress, all were in the best of spirits.

Suddenly there was a jerk, followed by an abrupt cessation of motion, that caused quite a circus among the standing passengers. Our alarm was quieted by the laconic remark of one of the initiated, "Off the track."

We all rushed out, and, sure enough, the rear coach was derailed.

The conductor and crew set to work to right it, but, after expending nearly an hour, gave it up, and ordered us into the forward car.

But before this, many of the party had gotten out of patience; quite a number returning to Rushville, and several gentlemen, anxious to be in time for the speaking, starting for Shelbyville, with the parting remark: "We'll get aboard when you overtake us."

Let me here remark, "parenthetically," as Artemus Ward puts it, they did not get aboard. The last we ever saw of those distinguished Rushvillians was their backs disappearing in the blue distance. We took our places in the remaining coach, and essayed another start; but, with the first pull of the engine, there was a tremendous jerk, a series of bounces, a crash, and a sudden standstill that sent us scattering rather promiscuously; as soon as we could gather ourselves up, we rushed out again, to find not only the car off the track, but the coupling broken. "Forward into the baggage car," ordered the conductor, "can't do anything with this." Then a few more started ahead on foot, while a larger party made a retreat. Those deciding to stick by the train, made their way into the baggage car. A long time of waiting, and an unearthly stillness. We looked out to learn the cause of the quiet. There sat the crew with hats full of peaches, and the ground strewn with melons. Like the old fish wives in "Macbeth," "They munched, and munched, and munched. 'Give us,' quoth we. 'Avaunt,' they cried, 'there is a melon patch and orchard over yonder, go help yourselves.'" And we went, and returned laden also. Then for half an hour or more we had a picnic. It was just in time, for it was noon, and we were hungry and thirsty.

At the call, "All aboard," we gathered in the baggage-car for another start. Then that baggage-car turned a trifle aside and stood stock still, with the quiet, smiling blandness of a mule. We looked around, half expecting to see a long pair of ears, and a shorn tail switching the flies away. And then there was some florid conversation, highly tintured with fire and brimstone, and a stampede of everybody able to foot it back to Rushville. Of all that gallant throng that started out so gaily in the morning, less than a corporal's guard remained true to that ill-fated train.

"Get into the box," saith the conductor, "and let that ——baggage-car go to——well, to a place where kindling wood is not needed."

Into the box we scrambled. The side doors were left open to admit light and air, and we seated ourselves as best we could on the barrels, our

hearts quaking with fear as we felt the first movement of the starting.

After a mile or two of advance our spirits rose, and despite our uncomfortable position, we began to think box-cars not so very bad as we had imagined.

All went well till we came to a low place full of green, shining water; here there was a slight embankment, and a trifling curve, and that box, to improve on a bad example, not only jumped the track, but tipped over, spilling passengers and flour barrels into that puddle, the barrels bursting open and emptying their contents over everything and everybody. We crawled out, covered with mud, slime, and flour, our clothes torn, hats and bonnets hopelessly crushed, in a panic of fright, but, fortunately, with no injuries save a few scratches and bruises.

There was nothing left now but the engine and tender, and with fear and trembling, we mounted these, and succeeded at last in reaching Shelbyville—well, in time to get some supper.

JOSEPHINE BRINKERHOFF.

BIBLICAL AND HISTORICAL EVIDENCES OF FREEMASONRY.

For the MONTHLY.

The typical sacrifice which Abraham was directed to make upon the summit of Mount Moriah is the next Masonic transaction which the history of the world displays in this period, and is one of the three grand offerings which have consecrated the floor of a Masonic lodge. The sacrifice of Isaac was a sacrifice of atonement, and, according to the rites of the patriarchal worship, if it had been offered he must have fallen by the hand of his father. Isaac had attained his twenty-fifth year of his age, and by the sweetness of his disposition and urbanity of his manners had not only endeared himself to his aged parents, but had gained the affections of all his kinsfolk and acquaintances. But at this period, when Abraham hoped to close his career with joy in the assurance of leaving his inheritance in the possession of a son who would keep the commandments of God, and practice that mode of pure worship recommended by the Deity himself, he unexpectedly received this paralyzing command: "Take now thy son, thine only son Isaac whom thou lovest, and get thee into the land of Moriah, and offer him there as a burnt offering, upon one of the mountains which I will tell thee of." Abraham, though, doubtless, surprised at such a peremptory order, suppressed the tenderness of parental feeling, and obeyed the Divine injunction.

The obedience of Abraham in offering his son was founded on the strictest belief in the power and promise of God; for, though it had been

declared that in Isaac all the nations of the earth should be blessed, yet, when he had built an altar on Mount Moriah, he fearlessly bound Isaac and laid him thereon, and stretched forth his arm to slay him, "accounting that God was able to raise him up from the deep, from whence also he received him in a figure." It pleased the Lord, however, after the faith of Abraham had been proved by his obedience, to arrest his outstretched arm, and to provide a more agreeable victim in the stead of Isaac, pointing out a ram entangled in a thicket by the horns, as a substitute for the human sacrifice he was about to offer. By this transaction, Abraham was made acquainted with the mystery of human redemption, he saw the day of Christ, and was glad.

This is a complete answer to those who assert that Masonry contains no Christianity, for this prominent illustration of Masonry, the offering of Isaac, was the most significant type of the blessings to be conveyed to man by the influence of Christianity, that was ever revealed to a human being. Indeed, Christianity is the perfection of our institution, for if the great duties of Christianity be, as its Divine Author has assured us, the performance of our duty to God, our neighbors, and ourselves, it has directly the same tendency as Masonry, which inculcates as an object of primary importance the performance of precisely the same duties. Christianity recommends love to God, the sacred Trinity in unity, so does Masonry; Christianity inculcates brotherly love, relief, and truth; Masonry inculcates the same thing. Christianity unites in enforcing the necessity of faith, hope, and charity, and both say, the greatest of these is charity. The four cardinal virtues, temperance, fortitude, prudence, and justice, are amongst the number of both their objects of general illustration; and both equally enforce the necessity of a holy life, through faith in a Mediator, from the most awful subjects of contemplation which can impress a human being, viz: Death, resurrection, and an eternal existence in a future state of happiness or misery.

The next event of importance, and to which the attention of the Masonic student is directed, is that of Moses in rescuing the Children of Israel from Egyptian bondage, and conducting them safely to the promised land.

The birth of Moses takes place in the year of the world 2433, and before Christ, 1571, and 1491 years before Christ, God appears to Moses in the burning bush, and sends him to deliver Israel. After the ten plagues were administered to Pharaoh, and Israel was released, they arrived at Mount Sinai, where God delivered the ten commandments and other precepts, and instructs Moses concerning the formation of the tabernacle, the priest's garments, and the dedication of Aaron and his sons to the priesthood. The first public temple dedicated to the exclusive service of God was the Tabernacle of Moses, which was placed due east and west. This Tabernacle was erected by Moses, Aholiab, and Bezaleel. A space of ground or cour

was inclosed for its reception; it was in length one hundred and fifty feet, and in breadth seventy-five feet. The whole edifice was thirty cubits long, ten cubits wide, and ten cubits high; or about fifty-two and a half feet long, seventeen and a half feet wide, and seventeen and a half feet high. The three divisions of the Tabernacle were, the outer court, which was open to the people, the sanctuary or holy place, into which the priests were admitted, and the sanctum sanctorum, or holy of holies, to which none had access but the high priest alone. The Israelites brought with them from Egypt a tent or tabernacle dedicated to the God Moloch. The prophet Amos thus upbraids the Children of Israel: "You have carried about," he says, "during your sojournings in the wilderness the tabernacle of Moloch, and the star of Benpham." It was, therefore, for the purpose of preventing the Israelites from persisting in this idolatrous practice that they were permitted to make a tabernacle for the worship of the true God, and to carry it about in honor of him. This tabernacle was furnished with an ark, an oracle, and an altar, like those of other nations. In the directions given for the construction of the tabernacle, as recorded in Holy Writ, there are two things particularly noticeable. It was to be made "after the pattern of the tabernacle," words which convey a distinct intimation that a pre-existent tabernacle was to afford a general outline of this new building and its furniture. But the Mosaic tabernacle was not to be a mere reproduction or servile imitation of the tent previously in use; it was to be a copy, but elaborated and more splendid, and at the same time, more perfect in its typical character as a shadow of heavenly things. Moses records a minute description of the tabernacle, its size, ornaments, furniture, symbols, etc., with one remarkable exception, he does not give the form of the cherubim; a fact which seems to intimate that those figures were not known at the time, a matter which the discoveries in Nimrod confirm. Before this period the service of divine worship was performed on altars erected in the open air. Thus Adam, Abel, Seth, Enoch, and Noah had their several altars for sacrifice. Abraham in his wanderings erected an altar in every place where he remained for a short space of time stationary. Isaac had an altar at Beersheba, and Jacob at Salem and Bethel.

The next important event in the world's history is the building of King Solomon's Temple. We will conclude this article by asking you the question: Have we presented you with the evidence to convince you that Masonry is coeval with Christianity? Who is there of those who may read this that will say that Masonry contains no Christianity? Who shall assert that its illustrations are not principally Christian? For if the virtues and doctrines we have enumerated be Christian virtues and doctrines they are also Masonic, nay, they contain with their parallels, the whole system of speculative Masonry, and I do not know, were Masonry minutely analyzed, that it contains a single illustration which does not enforce a Christian doctrine,

or recommend a Christian virtue. If Masonry contains no Christianity, why are our Lodges dedicated to St. John the Evangelist, and why are our solemn attestations ratified by an appeal to the truth of God declared in the Gospel? It is true that Masonry is not confined exclusively to Christianity, but embraces all that is great and good in every religion under the sun, because it confines its excitements to the practice of morality, whatever the system of faith may be, because it is an institution of charity, or brotherly love, and is not, consequently, a system of faith, but of practice; it does not embrace, or lend the most indirect sanction to any religious institution which diverges in the smallest degree from the systematic worship of one God, the Creator and Governor of the world. But Masonry is more peculiarly adapted to the genius of the Christian than to any other religion; because in Christianity nothing is erroneous, and if Masonry be actually the beautiful system we believe and acknowledge it to be, it can only be assimilated with a pure religion. The professions of other religions may, indeed, urge the same plea, but as a truth must have some irrefutable standard of reference. Our claims are founded on the most ancient, and most singularly protected books in the world; books which carry an internal evidence of their authenticity, which no force of argument has been able to remove. In a word, the existence of Masonry in these times, purified from the defilements which it contracted by an incorporation with false systems of worship in every age, and amongst every people for many successive centuries, sufficiently evinces that its origin was pure; and that, though debased by idolatry, amidst the moral darkness which obscured the world during the long reign of superstition. When the true religion laid prostrate the usurpation of idolatrous worship, Masonry hailed the great work of reformation, and appeared amongst mankind pure and bright as in the days of Enoch, Abraham, Moses, and Solomon. The conclusion then is this: Masonry on our globe was coeval with true religion, which we now call Christianity, was originally considered a beautiful handmaid to religion, and from this belief was incorporated by the descendants of Noah into every new system formed by varying fancies of vicious and designing men, hence its universality as a speculative, or an operative pursuit; its essence continued visible amidst the fluctuations of all religious systems, and was more or less expanded as they approximated to, or diverged from the only true plan of Divine worship.

The labor troubles have thrown not only a good many men but a great deal of capital out of employment. Capital, however, can stand being out of a job much easier than labor. In fact, it believes just now that it is better off without a job than with one, and, as labor can not get work until after capital has found employment, it would appear to be the duty of the labor agitators to do something to remove capital's aversion to striking a job.—*Ex.*

THE SUICIDE.

For the MONTHLY.

The pool is dark,
The water deep,
My soul is weary,
And longs for sleep.
Shall I lay me down
In its cool embrace,
And slumber away,
Nor leave a trace?

No tear will fall
O'er my dead face,
Who have sown in grief,
And reaped disgrace.
I have striven hard,
But the end shall be;
O, deep, dark water,
Alone with thee.

Kiss ye the brow
So marked with care,
And toy with these hands,
Clasped, but in prayer.
Lave ye the mute lips
At the parting breath;
Life! life! thus we part,
For this is death.

The water sped,
A shiver crept
Up the yellow sand
Where shadows slept;
And that fair young life
From its prison free,
Swept away from time,
To eternity.

CORA EDLA BENSTER.

REMARKABLE ANCIENT RUINS.

The Chihuahua (Mexico) *Enterprise* reports the discovery of some remarkable ancient ruins on a hill or mountain four leagues south of Magdalena, in Sonora. The hill is about 700 feet high, and half-way up there is a layer of gypsum, which is as white as snow, and may be cut into any conceivable shape, yet sufficiently hard to retain its shape after being cut. In this layer of stone are cut hundreds upon hundreds of rooms from 6x10 to 16x18 feet square. So even and true are the walls, floor and ceiling, so plumb and level, as to defy variation. There are no windows in the rooms, and but one entrance, which is always from the top. The rooms are but eight feet high from floor to ceiling. The stone is so white that it seems almost transparent, and the rooms are not at all dark. On the walls of these rooms are numerous hieroglyphics and representations of human beings cut in the stone in different places; but, strange to say, all the hands have five fingers and a thumb, and the feet have six toes. Charcoal is found on the floors of many of the rooms; implements of every description are to be found. The houses or rooms are one above the other to three or more stories high, but between each story there is a jog or recess the full width of the room below, so that they present the appearance of large steps leading up the mountain.—*Exchange*.

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL-
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

HER NAME.

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| <p>"I'm losted! Could you find me, please?" Poor little frightened baby! The wind had tossed her golden fleece, The stones had scratched her dimpled knees. I stooped, and lifted her with ease, And softly whispered, "May be!</p> <p>"Tell your name, my little maid, I can't find you without it." "My name is Shiny Eyes!" she said. "Yes, but your last?" She shook her head; "Up to my house 'ey never said A single fmg about it."</p> | <p>"But, dear," I said, "what is your name?" "Why, didn't you hear me told you? Dust Shiny Eyes!" A bright thought came: [blame "Yes, when you're good; but when they You, little one—is't just she same, When mamma has to scold you?"</p> <p>"My mamma never scolds," she moans, A little blush ensuing, " 'Cept when I've been a-frowning stones; And then she says (the culprit owns), "Mehitable Sapphira Jones, What has you been a-doing?"</p> |
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THE MAIDEN'S FAREWELL.

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| <p>The time has come and we must part, The teardrop dims mine eye; How oft I've clasped thee to my heart With joy in days gone by!</p> <p>When first I saw thee I was sure Thou camest to me to stay; But nothing earthly doth endure— All things must pass away.</p> | <p>How oft, in days forever past, My form thou hast embraced! Another takes thy place at last, And clasps me round the waist.</p> <p>But such is life—we meet to part, In midst of change we dwell, I clasp another to my heart— Old corset, fare thee well!</p> <p style="text-align: right;">—Exchange.</p> |
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THE TELEGRAPHIC SIGNAL.

A LITTLE ROMANCE OF THE RAIL.

John Mills, the hero of this sketch, was a railroad engineer, and had been for a long time in the company's employ. When the new engine "59" was completed and placed on the road, John was given charge of it,

and he evinced a natural pride in his preferment. At one of the stations there was a young girl, a telegraph operator, between whom and the engineer there had sprung up a mutual attachment, and whenever "59" came along Kate generally managed to be at the door and exchange signals with her lover. One day the train was detained at the station, and the locomotive was detached and sent up the road to do some additional work, and Kate went along for a ride. As she listened to the sharp, shrill notes of the whistle, it occurred to her that she might teach John to sound her name in the Morse telegraphic characters, so that she could distinguish his signal from that of other engines whenever his train approached. The plan worked to a charm and far and near the whistle shrieked K-a-t-e, until one day as the operator stepped upon the platform, she overheard a conversation between two young men, and learned that they understood the signal and were laughingly wondering who Kate could be. Their means of communication having been discovered they were obliged to discontinue it. In the meantime, Kate had, by means of the telegraph, made the acquaintance of a young lady, an operator in a distant city, whom she had never seen, and to her she made known the fact that the secret had been discovered. Then her friend suggested a plan as brilliant as it was ingenious. It was simply to arrange a means of telegraphic communication between the approaching train and the station, so as to ring a bell hidden away in the closet of Kate's office, engine "59" being the only one provided with the means of completing the circuit, which was done by laying the poker upon the tender-brake, so as to touch the wire in passing. Kate found an opportunity to acquaint John with the proposed plan, and in the meantime had found an abandoned wire which ran for a long distance close by the track, and which she proposed to use for carrying out her purpose. Thanksgiving day came soon after, and John fortunately having a holiday, he and Kate went bravely to work, and before the day was ended the task was completed, and proved a complete success. The dramatic finale of their love episode is told in the following sketch:

It was very singular how absent-minded and inattentive the operator was on the day that the great scientific enterprise was finished. No wonder she was disturbed. Would the new line work? Would her little battery be strong enough for such a great circuit? Would John be able to close it? The people began to assemble for the train. The clock pointed to the hour for its arrival.

Suddenly, with startling distinctness, the bell rang clear and loud in the echoing room. With a cry of delight she put on her dainty hat and ran in haste out upon the platform. The whistle broke loud and clear on the cool, crisp air, and "59" appeared round the curve in the woods. The splendid monster slid swiftly up to her feet and paused.

"Perfect, John! perfect! It works to a charm."

With a spring she reached the cab and sat down on the fireman's seat.

"Blessed if I could tell what he was going to do," said the fireman. "He told me about it. Awful bright idea. You see, he laid the poker on the tender-brake there, and it hit the tree, slam, and I saw the wires touch. It was just prime."

But the happy moment sped, and "59" groaned and slowly departed, while Kate stood on the platform, her face wreathed in smiles and white steam.

So the lovers met each day, and none knew how she was made aware of his approach with absolute certainty. Science applied to love, or rather love applied to science, can move the world.

Two whole weeks passed, and then there suddenly arrived at the station late one evening a special, with the directors' car attached. The honorable directors were hungry—they always are—and would pause on their journey and take a cup of tea and a bit of supper. The honorables, and their wives and children, filled the station, and the place put on quite a gala aspect. As for Kate, she demurely sat in her den, book in hand, and over its unread pages admired the gay party in the brightly lighted waiting room.

Suddenly, with a furious rattle, her electric bell sprang into life. Every spark of color left her face, and her book fell with a dull slam to the floor. What was it? What did it mean? Who rang it? With affrighted face she burst from her office and brushed through the astonished people and out upon the snow-covered platform. There stood the directors' train upon the track of the oncoming engine.

"The conductor! Where is he! Oh, sir! Start! Start! Get to the siding! The express! The express is coming!"

With a cry she snatched a lantern from a brakeman's hand, and in a flash was gone. They saw her light pitching and dancing through the darkness, and they were lost in wonder and amazement. The girl is crazy! No train is due now! There can be no danger. She must be—

Ah! that horrible whistle. Such a wild shriek on a winter's night! The men sprang to the train, the women and children fled in frantic terror in every direction.

"Run for your lives," screamed the conductor. "There's a smash-up coming!"

A short, sharp scream from the whistle. The headlight gleamed on the snow covered track, there was a mad rush of sliding wheels, and the gigantic engine roared like a demon. The great "59" slowly drew near, and stopped in the woods. A hundred heads looked out, and a stalwart figure leaped down from the engine and ran on into the bright glow of the headlight.

"Kate!"

"Oh, John, I—"

She fell into his arms senseless and white, and the lantern fell from her nerveless hand.

They took her up and tenderly bore her into the station-house and laid her upon the sofa in the "ladies' room." With hushed voices they gathered round to offer aid and comfort. Who was she? How did she save the train? How did she know of its approach?

"She is my daughter," said the old station-master. "She tends the telegraph."

The president of the railroad, in his gold-bowed spectacles drew near. One grand lady in silk and satin pillowed Kate's head on her breast. They all gathered near to see if she revived. She opened her eyes and gazed about dreamily, as if in search of something.

"Do you wish anything, my dear?" said the President, taking her hand.

"Some water, if you please, sir; and I want—I want—"

They handed her some wine in a silver goblet. She sipped a little and then looked among the strange faces as if in search of some one.

"Are you looking for any one, miss!"

"Yes—no—it is no matter. Thank you, ma'am, I feel better. I sprained my foot on the sleepers when I ran down the track. It is not severe, and I'll sit up."

They were greatly pleased to see her recover, and a quiet buzz of conversation filled the room. How did she know it? How could she tell the special was chasing us? Good heavens! if she had not known it, what an awful loss of life there would have been; it was very careless of the superintendent to follow our train in such a reckless manner.

"You feel better, my dear," said the President.

"Yes sir, thank you. I'm sure I'm thankful. I knew John—I mean the engine was coming."

"You cannot be more grateful than we are to you for averting so disastrous a collision."

"I'm sure I'm pleased, sir. I never thought the telegraph—"

She paused abruptly.

"What telegraph?"

"I'd rather not tell, sir."

"But you'll tell us how you knew the engine was coming?"

"Must you know?"

"We ought to know in order to reward you properly."

She put up her hand in a gesture of refusal, and was silent. The president and directors consulted together, and two of them came to her and briefly said they would be glad to know how she had been made aware of the approaching danger.

"Well, sir, if John is willing, I will tell you all."

John Mills, the engineer, was called, and he came in, cap in hand, and the entire company gathered round in the greatest eagerness.

Without the slightest affectation, she put her hand on John's grimy arm, and said:

"Shall I tell them, John? They wish to know about it. It saved their lives, they say."

"And mine, too," said John, reverently. "You had best tell them, or let me."

She sat down again, and then and there John explained how the open, circuit line had been built, how it was used, and frankly told why it had been erected.

Never did story create profounder sensation. The gentlemen shook hands with him, and the president actually kissed her for the company. A real corporation kiss, loud and hearty. The ladies fell upon her neck, and actually cried over the splendid girl. Even the children pulled her dress and kissed away the happy tears that covered her cheeks.

Poor child! She was covered with confusion, and knew not what to say or do, and looked imploringly to John. He drew near, and proudly took her hand in his, and she brushed away the tears and smiled.

The gentlemen suddenly seemed to have found something vastly interesting to talk about, for they gathered in a knot in the corner of the room. Presently the president said aloud:

"Gentlemen and directors, you must pardon me, and I trust the ladies will do the same, if I call you to order for a brief matter of business."

There was a sudden hush, and the room, now packed to suffocation, was painfully quiet.

"The secretary will please take minutes of this meeting."

The secretary sat down at Kate's desk, and then there was a little pause.

"Mr. President!"

Every eye was turned to a corner where a gray-haired gentleman had mounted a chair.

"Mr. President!"

"Mr. Graves, Director for the State, gentlemen."

"I beg leave, sir, to offer a resolution."

Then he began to read from a slip of paper:

"Whereas, John Mills, engineer of engine No. 59, of this railway line, erected a private telegraph; and whereas he, with the assistance of the telegraph operator of this station (I leave a blank for her name) used the said line without the consent of this company, and for other than railway business:

"It is resolved that he be suspended permanently from his position as engineer, and that the said operator be requested to resign—"

A murmur of disapprobation filled the room, but the President commanded silence, and the State Director went on—

“Resign her place.

“It is further resolved, and is hereby ordered, that the said John Mills be, and is, appointed chief engineer of the new repair shop at Slawson.”

A tremendous cheer broke from the assembled company, and the resolution was passed with a shout of assent.

How it ended they never knew. It seemed like a dream, and they could not believe it true till they stood alone in the winter's night on the track beside that glorious “59.” The few cars the engine had brought up had been joined to the train, and “59” had been rolled out on the siding. With many hand-shakings for John, and hearty kisses for Kate, and a round of parting cheers for the two, the train had sped away. The idlers had dispersed, and none lingered about the abandoned station save the lovers. “59” would stay that night on the siding, and they had walked up the track to bid it a long farewell.

For a few moments they stood in the glow of the great lamp, and then he quietly put it out, and left the giant to breathe away its fiery life in gentle clouds of white steam. As for the lovers, they had no need of its light. The winter stars shone upon them, and the calm, cold night seemed a paradise below.

As a rule, man is not overpoweringly brilliant. When I hear of any bright performance I am more than eager to place it to his limited credit. Man deserves some praise for trying to shine. Naturally he can never attain the witty heights of woman, but he gets more than even. He always has his own way, which no woman ever does. He can spend all the money he wants to, which no woman ever can. He stays out till all hours, which no woman is allowed to do. He can buy a hat or a coat without being compelled to account strictly for each cent, which no woman is ever permitted to do. He can spend \$2.50 for a lunch, and growl at a quart of ice-cream bought for the family use, and he can spend \$25 for a lark, while she stays home with the children, and burns one gas-jet, and eats the scraps. Yes, there are times—all times—when a man has the best of it.—*Ex.*

MAY.

Who shall say that May is sweetest,
Or the royal June completest?
Lilies crowned the May Queen fair;
June has roses in her hair.

May's white drift of apple blossoms
Dripping were with love's perfumes,

June has honey-hearted clover
That the bees kiss o'er and over.

Who shall say that May is sweetest,
Or the royal June completest?
May blew bird-songs from her mouth,
June has joy winds of the south.—*Ex.*

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

The time of many of the MONTHLY subscribers expires with this number. If it is desired to continue the subscription, please forward immediately as the MONTHLY is always discontinued when the time expires, and by a prompt renewal you save delay in receiving it. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

A CHIVALROUS KNIGHTHOOD.

We are very sorry to see that our associates, the Brotherhood of Locomotive Firemen, have, by their grand officers in a public meeting, taken upon themselves the defense of an association composed in part of miserable, cowardly assassins, and for whose acts the association is responsible until it takes some decisive action to rid itself of them. It is all very well for Mr. Powderly to say, "I will expel," but "talk is *very* cheap," as the gentleman has fully demonstrated within the past few weeks, and a little, a *very* little action on his part would go farther to convince the public that he is sincere than all he can say in the next six months. The trouble is, however, that Mr. Powderly DARE NOT do anything to offend the "glorious" criminals in the Southwest. He dare not offend his followers, and he wishes, by "smooth palaver," to keep in the good graces of the public, but it will not do, Mr. Powderly, take the word of the MONTHLY for it, it is better to be honest than to be governor of Pennsylvania. The MONTHLY is surprised to see men like Messrs. Debs and Sargent publicly commending an association that tolerates within its ranks not individual members only, but whole assemblies that openly violate its laws as propounded by its chief officer. Whenever the association shall rid itself of its law-breakers and evince by its acts a desire to live up to a part of the public utterances of Mr. Powderly as its chief executive, the MONTHLY will be only too glad to give it aid and support in any way that it may be able to do. Until that time the MONTHLY will oppose it, as it would any other law-breaker.

In ancient days the title of "Knight" was a glorious one, and meant that its possessor, wherever found, was the protector of innocence and helplessness. It has been degraded in these later days by these men who have violated every idea of chivalry and manliness. A "Knight" of whatever title or degree should suffer great wrong rather

than inflict it on innocent women and helpless children, but these men who miscall themselves "Knights," and who deserve the execration of all, instead of protecting, make war on innocent and helpless women and children. The MONTHLY has not language at its command to sufficiently express its detestation of miscreants who resort to such means to gain their ends, the following instance of which led to the above remarks:

DENISON, TEX., April 17, 1886.

EDITOR MONTHLY:—Inclosed please find clipping from the Fort Worth (Texas) *Gazette*. Mr. T. J. Ray, the gentleman therein mentioned, is our train master on Fort Worth and Waco divisions of the Missouri Pacific Ry., and a man whose course through the recent strike has not only justified the regard of his friends, but won the respect of the better class of those holding different opinions from himself. The notice will give some idea of what measures were resorted to by those who were engaged in elevating (?) the laboring man. On behalf of Lone Star Division No. 53, let me say that, as conductors to our train master and as men to our friend, we would offer for the departed wife and mother regret for the broken family circle, our warmest sympathy, and point to the happy meeting in the beyond with faith and trust.

Yours,

A. B. GARRETSON, C. C.

WHAT CAME OF IT—THE MISERABLE MEANNESS OF SOME UNKNOWN WRETCH BRINGS DEATH AND SORROW.

It was stated to a *Gazette* reporter yesterday by a reliable gentleman, who is cognizant of the facts, that the direct cause of the death of that lovable and popular lady, Mrs. T. J. Ray, whose funeral took place yesterday, was undoubtedly due to the reception of an anonymous letter. It contained threats of violence against her husband, Trainmaster Ray, and caused such a great shock to her nervous system that a prostration from which she never rallied, followed.

Friday afternoon she returned to her home from a short shopping excursion, bright and happy. In the keyhole of the door she found an infamous note, headed "Last warning," and telling her that unless she got her husband out of town he would be killed. She was so overcome by the diabolical message that she took to her bed, and never left it till placed in the coffin. The wretch who sent that cowardly and cruel note, whether man or woman, is the murderer of Mrs. Ray. A beautiful young life has been prematurely cut off, four little children have been orphaned, a fond husband has suffered a heart wound too deep to be expressed in words, a happy home has been desolated, and all to gratify the ineffable malice of a wretch whose very existence is a pollution to society.

OBEYING ORDERS.

Inasmuch as we have frequently been asked: "Are members of the Order compelled to work as switchmen during a strike when ordered to do so by their superior officers," we wish to give our personal opinion on the matter in the columns of the MONTHLY, and that opinion is that most assuredly they are not compelled to act as switchmen during a strike nor at any other time if they do not choose to do so. Members of the Order have the same rights that other citizens do, and one of the inalienable rights of the American citizen is to refuse to work at switching or anything else whenever he chooses to do so. Another right guaranteed him by law, but frequently denied him by lawless mobs, is that to work at anything he can find to do.

If, however, he refuse to work, he should not complain of the results, some of which are loss of position, hunger and nakedness.

If a conductor is directed by his superior officer to do switching, he has the utmost

right to refuse, and the superior officer has the same right to dismiss him, and he should not complain if it is done unless there was danger of personal injury. Many members have been requested to do switching during the late strike and many have done so; whether any have refused or not we are not advised, but we wish to say right here that we honor those who have had the courage to continue at work at anything they could find to do.

During the strike of '77, the man who is now Grand Chief Conductor did switching, braking, and whatever else he was ordered to do, and he will tell you to-day that he would do the same thing again.

It is rumored that a Division of the Order has adopted resolutions condemning members who have engaged in switching and other duties, thus temporarily filling places made vacant by strikers, for their action in thus "taking part in a strike." We do not think this can be true, but if it is true, those who voted for the resolution are out of place in the Order of Railway Conductors, and a Division which would adopt such resolutions should, in the opinion of the writer, be subjected to discipline. How engaging in any honest labor can be construed into participating in a strike, is a mystery to us. Suppose, for instance, that a conductor goes out with a snow plow and a gang of shovelers, gets stuck in the snow and his shovelers strike, would he not immediately direct his brakemen to take shovels and attack the snow, and would he not do the same thing himself? Yet by the above logic he would be "taking part in a strike" if he did. Supposing his brakemen should refuse to obey orders, saying they were hired to brake, not to shovel snow, would he not insist on a new crew when he came out again, and can he consistently blame his superior officer for dispensing with his services should he refuse to obey orders and do switching?

It does not seem to us necessary to say anything further on this point.

LEGISLATION FOR LAWBREAKERS.

There has been considerable said lately, by the public press, in regard to legislation for the settlement of labor troubles, and the subject has been clamorously agitated by an organization, that is at this writing, and has been for some weeks past, engaged in the violation of law. While the MONTHLY is not particularly opposed to "arbitration legislation" at the proper time, it believes it will prove utterly and entirely useless and it certainly is opposed to any legislation at this time when those at whose demands it is made are actively engaged in law-breaking. It honestly believes that the action of Congress in canvassing this matter at all, has been one of the most potent factors in continuing the strike and troubles consequent thereon in the Southwest.

This mob for whom legislation is demanded are, at this writing, preventing by violence and intimidation, peaceable citizens from pursuing their daily avocations, and thereby obtaining bread for their families, thus causing suffering and privation in many. That the Congress of the United States should so far forget its duty to the honest, peaceable, law-abiding citizen, as to encourage by its recognition, men who are in open rebellion against law, is only to be accounted for in one way. It is for political capital. We submit that the recognition of these men by legislation at this time is a direct insult to those peaceable laborers in the Southwest who have desired to work, but who were prevented by force, and the mob should have been given to understand distinctly that they must submit to law and behave themselves as orderly citizens, before any claim made by them would be recognized. Instead of this, Congress offers to them an inducement to continue in their wanton and destructive course, is the hope that legislation will be accomplished that will force the officers of the Missouri Pacific Railway to recognize their association

and treat with them. They claim to be employes of the company and threaten dire vengeance on those who venture to take "*their*" places. This claim is entirely and absurdly false. When any man leaves the employ of a company, whether in a "strike" or at any other time, the place formerly occupied by him ceases to be *his* place, but is the place of any one to whom the employer chooses to give it. One of the demands of these "Chevalier de Bayards" of industry, many of whom are industrious only with their mouths, is that Mr. Hoxie shall dismiss all men who have been employed since the strike, and re-employ those who struck, and if Congress shall pass any legislation that will enable them to enforce this demand, it will be one of the most outrageous acts of injustice ever perpetrated in a civilized land.

We repeat, that these men are just as much rebels against law and order, as were those who, twenty-five years ago, fired on Fort Sumter, and what would then have been thought of legislation to provide for arbitration in that case?

With a sublime and unblushing impudence that almost compels admiration by its audacity, the noble and chivalrous "knights" who have, by their acts, debased that glorious word which should be the synonym for "protection of the innocent," now claim to be the original and only champions of law and order. A great uproar was made but a short time since by these valorous knights, about some "traitor" who had given to the press a private circular issued by Mr. Powderly. The MONTHLY is not alone by any means in the belief that this circular was written, *not* for the knights, but expressly for the public, in an endeavor to retrieve their fast waning prestige. Read this circular and then note what Mr. Powderly says in 1880: "I have said at some of our meetings, that I was in favor of supplying every assembly in our order with powder and ball, Gatling guns and Winchester rifles.

"Whenever you go on a strike," I would say, "the troops are called out to suppress you. How can you expect to fight them with empty hands?" I told them we must look at the matter in its most serious light, and if we expected to have strikes we must prepare ourselves for a struggle, so that we should be able to cope with the forces that would be brought against us."

If, as Mr. Powderly and other prominent officers claim, the knights are in favor of obeying the law, why have they not suspended or arrested the charters of assemblies whose members have violated, not only the civil law, but their own laws as well, as Mr. Powderly says, instead of, by their presence, actions and words encouraging the turmoil and uproar? They say that they will, at some future time, expel those who have violated law, or rather, Mr. Powderly says, "I will." Does any candid man believe that anything of the kind will be done? If so, let him disabuse his mind of the idea at once and mark the prediction of the MONTHLY, it will *not*.

A short time since a long letter from Mr. Powderly to Mr. Gould was published, and in that letter occurred the following, referring to Mr. Gould's message to Mr. Hoxie: "When I, as the chief officer of the Knights of Labor, send a message such as that it is understood to be my wishes, and those wishes are respected by the subordinate officer to whom they are sent. It is not his place to put a different construction on them, and give them his own interpretation. His duty is to obey the spirit of the instructions."

Just so, Mr. P., and about the same time you sent a message to Mr. Irons, to order the strikers to return to work, which was immediately obeyed without any question, and proves your oft repeated assertion that the Knights of Labor are an association of discipline with the most profound respect for law, and that their influence alone has been powerful in securing peace. The spectacle of two prominent members of the General Executive Board, Messrs. Bailey and Hayes, protesting against the performance of their duty by the militia in East St. Louis, is further proof of the profound regard these gentlemen and their followers have for law. Their whole idea of law, briefly stated is, "law for others, but not for the Knights; they are a law unto themselves."

ARBITRATION.

There are people who bamboozle themselves with the notion that there is a controversy between Jay Gould's railway company and Martin Irons' noble Knights of Labor that could be settled by arbitration if it were not for the wicked obstinacy of Jay Gould. What is that controversy? In the House of Representatives, Monday, it was presented in a nutshell with surprising completeness by the Representative from Mississippi, Mr. Morgan.

Martin Irons and his noble Knights to Jay Gould and his railway company: "We want employment."

Jay Gould and his railroad company to Martin Irons and his noble Knights: "We don't want your services."

Martin Irons and his N. K.: "We will arbitrate!"

Jay Gould and his R. C.: "We have no case for arbitration."

About how much legislative wisdom will it require to provide a method of arbitration between Martin Irons & Co., who wish to sell their services, and Jay Gould & Co., who don't wish to buy them?—*Chicago Times*.

APPRECIATED.

We have received almost daily, during the last two months, letters commending the MONTHLY and assuring us of the estimation in which it is held by the writers. Many, very likely the most of these letters, are prompted by the personal friendship of the writers, though we are egotistical enough to think that some are not. It is customary with many publications to publish everything of this kind, but it is a custom that the MONTHLY will not follow while in hands of its present editor, as it believes that, however, gratifying it might be to our feelings, it would not be particularly interesting to our readers, neither do we think that it would particularly help its subscription list, as we are impressed with the idea that it is more what the MONTHLY contains than what a part of its present readers think of it that will tend to increase its circulation. We will improve this opportunity, however, to assure all that their kind words are none the less appreciated, because they are not given to our readers. We know that it is usual for publications to say of themselves "best in the world," and to repeat anything favorable that may be said of them by others, but we prefer not to do so, and think our readers will bear us out in the statement that we have not done so. A letter criticising the MONTHLY will be published in its columns much sooner than one praising it.

We break this rule for once in this issue, and print a letter from a subscriber with whom we are entirely unacquainted, and who is not in railway service. To offset it, however, we print a private letter just received from a personal friend, which was *not* written for publication, but we trust to that friendship and the well-known good nature of the writer, for forgiveness:

BALDWIN, FLA., April 14, 1886.

EDITOR MONTHLY:—Last winter I was induced by Conductor Davis, of the F. R. & N., to subscribe to the MONTHLY. I did it, by reason of the friendly relations existing between conductors and myself, and with no idea that I, not being a "train man," would be interested in the matter it contained. Well, I, with Maj. A. B. Clark, the F. R. & N. agent, and Conductor Turner, subscribed, and we have received the MONTHLY regularly, and have no hesitancy in saying that it is the best magazine we ever subscribed for. We look forward to its coming with the greatest pleasure, and when it arrives we "go through" it carefully.

The fairness with which you treat all subjects of interest, and the excellent ideas advanced, about *everything*, should induce not only every railroad man to subscribe, but men of all callings and classes. Your editorial on the late strike on the Gould system is a magnificent article, and commends itself to every true man—be he a R. R. magnate, or a “coal-heaver.”

In conclusion, we wish you all success. We propose to take the MONTHLY as long as we can find \$1.25 in our “old breeches” to pay for it. Go right along in the good work, for you have the brain, principle and heart to accomplish a great good, to say nothing of the entertainment of your readers.

Very respectfully,

WM. JONES.

W. P. Daniels, Esq., Chicago, Ill.:

DEAR SIR AND BRO.:—The MONTHLY has arrived, but, in looking through its columns, do not find the resolutions adopted by Division — in favor of ——— for the generous and beautiful present she gave us.

It should have been in the March number. We did not think so much of that, for we thought it was honestly crowded out by other matters. But, now we do feel very much hurt, and we feel that we have been badly treated before, because other articles have been written and sent to you or the office, and have never been published. Now, we are not so *vain* as to think that anything we attempt to produce for the journal would move the world. But many of us who live here were not born here, and we think there are worse people and worse places. Now, if you don't want anything of us but our money, please make it known to us in big letters, and we will look out for ourselves.

Now, Bro. Daniels, if you have got a good excuse for not recognizing us, please forgive us this very *saucy, unkind, mean* letter. If not, consider we mean all that's mean and more too. We pause for your reply.

Very respectfully yours in P. F.,

— — —

THE EAST ST. LOUIS RIOT.

On Friday, April 9, at East St. Louis, a conflict occurred between a mob or strikers variously estimated at from one hundred to two hundred, and eight or ten deputy sheriffs. That this conflict was precipitated by the hasty action of the officers is quite probable, but the pitiful effort of the Knights of Labor to shift the responsibility from their own shoulders to that of others is of no avail, and will have no effect with any person of unbiased opinion, for while the officers may have been, and undoubtedly were, hasty, and their action in firing on the mob highly censurable, still there is much to be said by way of excuse. In deciding the question of culpability, due consideration should be given to all the circumstances of the case.

That these men were not the best material for officers is unquestioned, for had they been cool, resolute men, or even had their leader been such an one, it is possible, though not by any means certain, that bloodshed would have been avoided. That they were the best that could be obtained under the circumstances is highly probable. It should be remembered in the first place that a very small proportion of the general public are fitted for so responsible a place without any previous training. Where one man is found who possesses just the qualifications needed, there are hundreds who are totally unfit, and particularly so to control and direct others. The city authorities were entirely powerless to preserve order and seem to have evinced no desire or disposition to control the mob which had taken almost entire possession of the city. The sheriff was equally powerless to control the law-breakers, though be it said to his credit he made an earnest effort to do so. No man in the employ of any railway company was safe from personal injury un-

less protected by an armed force. Under these circumstances is it any wonder that any who were willing to take the chances of mob violence were deputized? Is it any wonder that the L. & N. Ry., or any other railway having property in East St. Louis should advertise for men to protect that property and the lives of those whom they employed to do their business? Would they not be deserving of the severest reprobation if they made no effort to protect those workmen? Would not you, reader, as well as I, do exactly the same if our property was threatened in the same way? Would not we, if we have been so fortunate as to accumulate a little of this world's goods, resist by any and every means in our power and to the last extremity, the efforts of a lawless mob to destroy either our property itself or its usefulness to us, because we would not surrender its management to those who have no right or interest, either legal or moral, therein?

Now as to the particular responsibility of these officers for the bloodshed of Friday; the entire city was under a "reign of terror," and no deputy sheriff or marshal was safe if found alone by the strikers. The rioters outnumbered the officers throughout the city about twenty to one. In this instance, taking the lowest estimate of the number of the mob, there were ten to one, and these men fully realizing the peril they were continually subjected to, and the fact that the city was virtually in the hands of a crowd led and influenced by brutal, lawless men, who were only deterred from committing crime by the fear of the consequences, and the further fact that this mob is supported by an association *claiming* a membership of 2,000,000, whose officers publicly proclaim that any means are justifiable in the attainment of their ends, no matter how much of suffering and injury it may entail upon wives and innocent babes,—what a sentiment to be uttered by an American citizen and indorsed by an association, a portion at least of whose members are American citizens,—is it to be wondered at that these deputies, without any previous experience in such matters, over-estimated the threats of the mob and the danger they were in, and believing their lives were in danger, fired upon the mob in self-protection, as they believed, and if they thus believed, were they not justifiable?

Is there any one with a spark of manhood in his breast who can lay his hand upon his heart and honestly say he would not have done the same? The taking of human life is an awful thing for any man not hardened in crime, and the MONTHLY does not wish to utter one word that will tend in any way to lessen the sacredness with which life should be regarded by all. It is for this very reason that it wishes to solemnly protest against the condemnation of these men to appease the clamor of a horde of law-breakers and without giving due consideration to the circumstances in which they were placed. The writer has, alone and unaided, faced a mob of nearly one hundred men and was compelled to take life to protect other lives and property in his charge, and believes that he is to some extent qualified by experience to speak.

Use what subterfuge and plausible sophistry they may, the fact remains, and will sooner or later be recognized by all, that the Knights of Labor are primarily and principally responsible for these lives. It seems to us the height of brazen effrontery that these men who deliberately poison water, burn bridges, misplace switches and obstruct tracks in various ways, wrecking trains and endangering hundreds of lives, besides almost daily making assaults on those whose only crime is an endeavor to earn their bread by honest labor, should now pose as the special champions of the sacredness of human life.

A portion of this responsibility must rest upon the executive officer of the State of Illinois. We are not of those who wish to subject in the slightest degree the civil to the military authority, but the humblest citizen of the United States is entitled to, and has a right to demand, the fullest protection in the exercise of his guaranteed rights, and when the civil authorities utterly fail to give him that protection, as was the case in five great States for weeks, it is time to look elsewhere for it. Had Governor Oglesby acted with the decision and promptitude of the army officer who quelled the riot at Laredo, he would have won the commendation of every good citizen. He was asked for assistance and

assured that the sheriff was unable to control the mob, but because there was no violence in his immediate presence while in East St. Louis, he concludes that there is no danger and waits until bloodshed has become an accomplished fact and it is too late to save valuable lives before sending aid. It is almost an absolute certainty that had troops arrived in Fort Worth and East St. Louis twenty four hours earlier than they did, there would have been no bloodshed in either place. While a few blatant demagogues would have undoubtedly howled themselves hoarse about a "military despotism over-riding civil law and forcibly depriving citizens of their right," which, according to these same communists, is the right to assault, injure and kill those who do not choose to obey their supreme commands, peace would have been preserved, valuable lives saved, and those in authority would have had the general commendation of the public.

Those chivalrous (?) knights of modern civilization assert that Jay Gould is responsible for all the riot resulting from the strike, because he will not recognize them as an association and arbitrate matters in dispute, and this is taken up and echoed by their members all over the land notwithstanding the fact that the strike had been in progress a week before any two could agree as to what their grievances were.

If the owners of the Missouri Pacific Railway would hand over their property in toto to these men, it is quite likely that there would be peace for a few days—until they began to quarrel over the division of their spoils.

About a year ago, Mr. H. M. Hoxie, for the Missouri Pacific, recognized the Knights of Labor and made an agreement with them. That they have violated this agreement they make no pretense of denying, but offer as an excuse that it had previously been broken by the company. This is denied and certainly has not been proven by the Knights; and further, the matter has been investigated by Governors Marmaduke and Martin, and they report that the company has not broken its agreement and that the Knights had no cause whatever for striking. In view of these facts, and laying aside all consideration of injury to property, intimidation and violence to other employes, and that these men are not now employes and not in the slightest degree interested in the Missouri Pacific Railway, has not Mr. Hoxie a reasonable excuse for declining to treat with an utterly irresponsible body that has demonstrated its unfitness to be trusted?

The MONTHLY is deeply interested in the welfare and prosperity of American labor, and will at all times do everything in its power to assist in any way to promote and benefit it, but it wishes to emphatically condemn law-breaking and oppression in the name of labor, and this association which assumes to speak for the American laborer has already injured his cause more than they will be able to repair by the most judicious management, in a decade to come.

—A circular on our table informs us that the first number of the *Switchmen's Journal* will soon make its appearance, published by the Switchmen's Mutual Aid Association. While this association has not authoritatively taken any part in the recent unlawful acts in this city and vicinity, at least so its officers take particular pains to inform us, it remains the fact that all the trouble and violence has been caused by its members who demand of their employers that switchmen who are not members of their association be removed, and have so far made for themselves a very unenviable record. In view of this fact, the claim, so prominently put forth that the association has nothing to do with it, seems to the MONTHLY to be something of a subterfuge, and it warns the association that if either it or its members continue in the course lately pursued, that of disregarding the rights of others to further their own ends, sure disaster awaits them. We shall look with some impatience for the initial number of the *Journal*, and if it shall take a firm stand in favor of granting to others the same rights that the switchmen claim for themselves the MONTHLY will welcome its appearance, but if, on the other hand, it shall aid and abet those who have lately disregarded the rights of others broken the law and committed brutal assaults, it will receive neither sympathy or support from the MONTHLY.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

EDITOR MONTHLY:—At a regular meeting of Elmira Division No. 9, O. R. C., April 11, 1886, the following was adopted:

Resolved, That we extend greeting, and commend the manly action, the steadfastness to principle, and the prestige thereby given to the Order of Railway Conductors in maintaining its principles, by the brothers of the Order on the Missouri Pacific System of railroads, in refusing to join in, and discountenancing the strike which has been in progress in that section, to the detriment of both employe and employer.

Resolved, That believing in arbitration as the only and proper method to pursue in matters of grievance, we condemn strikes, and further assert that they are invariably ill-advised, gotten up by agitators, socialists, incendiaries, and demagogues, rather than by the representatives of honest labor.

Resolved, That a copy of the foregoing resolutions be sent to every Division along the line of, and contiguous to the Missouri Pacific system of roads, as well as to Vice-President Hoxie, whom the Order holds in the highest esteem.

C. A. BURR, C. C.

C. A. WARD, Sec.

SPRINGFIELD, Mo.

EDITOR MONTHLY:—Please allow me space in your journal to thank the kind members of Thayer Div. 174 and Ozark Div. No. 30 who so kindly assisted me financially in my time of need, and while my husband, who is a member of Div. 174, was out of employment and away looking for work; also Mr. C. D. McEvilly of Peo. Div. 179, and Mr. Davis of Div. 174 I am thankful for having gone to the trouble of looking after my welfare. Again, gentlemen, I offer my heartfelt thanks; may God prosper such a noble Order.

I remain yours,

MRS. S. H. MORGAN.

ST. ALBANS, March 18, 1886.

EDITOR MONTHLY:—I have waited for some of the learned members of St. Albans Div. No. 24 to write a word or two to let the world know there was such a Division in existence. But, I am sorry to say, I have not seen a line nor a word from our learned brother; therefore, I will endeavor to fill the gap as full as possible.

St. Albans Div. No. 24 is in good running order, has a membership of thirty-nine good, hardy, Green Mountain boys, and expects to gain more from time to time. We do occasionally get one from York State, but they are not far enough away from the Green Mountain State to change the species, although some of our York State Brothers are a little different shade. Freight business has been good with us this winter, all the boys getting rich, so I am told; I do not know just how the Brothers do run in this department; but I

do know Brother Downey runs the cattle train, and I am told that when he arrives at Watertown market he often owns all the stock on the train. How true this is I cannot say. In the passenger department Bro. Rollo, our C. C., is time keeper, and depot master. Bro's Flint and Murray run the day express trains between St. Albans and Windsor. Bro. Remington is on the night express on the same division. Bro. Church is on the morning express in, and evening express out of Montreal to St. Albans. Bro. Farley runs the New York express between Montreal and Rutland. Bro's Willett and Baldwin run the mail train and express train respectively, on the O. & L. C. R. R.; they also run the same train over our Western Division. Bro's O'Day and Nash, two poor, unfortunate youths, are on the spare; and I am exceedingly sorry for Bro. O'Day, as it is impossible for him to be in Swanton Falls, Vt., more than four times a week. I am using too much of your valuable space so will close by writing a few lines in regard to organizing Farnham Div. No. 80, March 17 (St. Patrick's Day) D. G. C. C. F. W. Flint, accompanied by Bro's Downey, Sweeney, Young, McKim, Donahue, Nash, and Farley left St. Albans at 8 A. M., bound for West Farnham P. Q., to organize Farnham Div. No. 80. We made a forced march for the first forty miles, and arrived at St. Johns, P. Q., on time, Bro. Farley being in charge of the train. Here we rested thirty minutes, and then started on our march once more. The next fourteen miles was over a rough country; our artillery was stuck at a woodshed for about thirty minutes to commence with, and at every side track to end with. But, thanks to Conductor Cook, we at last arrived at West Farnham at 10:50 A. M., making the last fourteen miles in one hour and ten minutes, and this over a country entirely strange to all. But we Green Mountain boys are great on the tramp, as no doubt, many a Brother in the West can testify, for some of them (the G. M. boys) have counted ties in every State in the Union. We were met at the depot by Bro's Gale and Whitney. We at once started business. Bro's Flint and Downey repaired to the express office for the supplies sent from Chicago, and they learned, to our dismay, that our Worthy G. S. & T. had forgotten the little hamlet called Canada, and had sent the supplies to West Farnham, Vt., and we supposed they were still traveling about looking for such a place in Vermont, and as we were aware there was no such place we did not know but the poor things would get lost forever; but by telegraphing we learned they were in the hands of Her Majesty's Customs Officer at St. Johns, P. Q. Therefore our minds were more at ease about the little wanderers. Bro. Downey telegraphed to forward them, and forward they came, arriving at 6:30 P. M. In the meantime we proceeded to organize the new division. Bro. Flint as D. G. C. C., Bro. Sweeney as A. C. C., Bro. Downey as S. & T., Bro. McKim as Sr. C., Bro. Donahue as Jr. C., Bro. Nash as I. S., and Bro. Young as O. S. After organizing, the following officers were elected:

Bro. Hardy, C. C.; Bro. Gale, A. C. C.; Bro. Whitney, S. & T.; Bro. Vernal, Sr. C.; Bro. Cabana, Jr. C.; Bro. Griggs, I. S.; Bro. Conner, O. S. These being duly installed, Farnham Div. No. 80 was in order to do work. And I am sure there is good stock for a good Division. Bro. Farley had to leave before the ceremonies were over to take his train, but after he had learned that the train he was to leave on was two hours late and could not connect, his fears knew no bounds. But thanks to the generosity of the South Eastern Railway, they ran an engine and car to Stanbridge (twelve miles) thereby enabling Bro. Farley to fulfill his important engagement. I am afraid with this honor shown him the rest of us will have to stand back. I was quite anxious to know if he followed the example set by almost all railroad men who were tendered a special train, to give the boys a "scale," but I could not learn that he even gave them a Canada "two-fer." I presume he will remember them handsomely in his will by founding an orphan asylum.

We did our best for our new made Brothers, and left for home at 7:15 P. M., and by forced marches reached there at 11 P. M., in care of Bro. Church. We were well satisfied with our trip and work, and laid ourselves away to sleep the sleep of the just.

N. E. D.

DENISON, TEX., April 7, 1886.

EDITOR MONTHLY:—At our regular meeting, Sunday, April 4, we were visited by Bros. Finley and Haskell, of Division 69; Bros. Jno. Condon and W. W. Sherwood, of Division 53, all conductors of the Texas Pacific Ry., west of Fort Worth, expecting to meet brothers from Divisions 51, 59, 57, 76 and 77 in attendance here by a call of Longview Division 51, to talk over the present situation and acts of some of the brothers during the strike on this system. I received the notice of Longview Division on the 27th, and replied promptly on return mail. The notice so worded led me to think the call was to be issued by Division No. 53 which I did not do, as the strike had ended here and the date April 4 so close at hand I could see no good to be accomplished by the meeting. I referred the letter to Bro. Garretson, who was away at the time, and waited his reply, which did not come in time. Nevertheless, the brothers here did all they could to make the visitors' trip a pleasant one. The Division opened at 2 P. M. and continued until 12 M. N. You can judge that they had quite a talk.

Now, a word to brothers visiting Division 53: Our doors are always open, our hearts, too, and our purse we like to open for their comfort and care while our guests, but they must give us at least a day's warning, and we promise they shall not go away feeling bad.

The meeting was well attended, there being about twenty-two present, and closed in harmony. We hope to have the pleasure of such a meeting in the near future, and if the brothers will attend we promise them a good time.

Yours in P. F.,

C. H. L.

COLLINWOOD, April 13, 1886.

EDITOR MONTHLY:—At the close of a very interesting session of Garfield Division No. 20, on the eve of March 30, we were surprised by an unusual alarm on the outer door. On attending the alarm, the announcement was made that the ladies were in waiting, and wished admission to our Division room. Quite a ripple of excitement prevailed, especially among our bachelor brothers, and the gavel in the hands of our Chief failed to bring a response in the way of order until disheveled locks were brushed, and neckties adjusted, when quiet was once more restored, and the order given to open wide the door to admit the ladies, when about twenty-five conductors' wives entered. Order being duly restored, Mrs. J. W. Sylvester, wife of our jolly S. C., in a neat address, presented the Division with a beautiful altar cover and officers' chair ornaments. The response to the address was made by our worthy Chief who in a few well-chosen words thanked the ladies for their beautiful gift and pleasant surprise.

Before retiring from the hall each lady was presented with a neat Division calendar which they pronounced very pretty in design, but suggested we add, to our next, "the time to come home," when an adjournment was made to the home of Bro. Rogers, where awaited another surprise, for here the brothers found tables loaded with the choicest of viands, and our bachelor brothers, overcoming their embarrassment, joined with the rest in doing ample justice to the bountiful repast, the time passing pleasantly by until the midnight hour when time for home was announced, and the entertainment of the evening numbered with the events of the past to be chronicled as one of the pleasantest in the history of Division 20. At a regular meeting of the Division, on the eve of April 13, the following resolution was adopted:

Resolved, That the thanks of this Division are due, and are hereby tendered to the ladies for their handsome gift and timely surprise.

Yours in P. F.,

H

ASHTABULA, OHIO, April 4, 1886.

EDITOR MONTHLY:—Division 73 is still on the turf with all features in the best of condition. Brothers all cheerful with a new candidate to be persuaded to open his mouth to take the bit of the bridle of life which is as good as any among all the different Orders of the world, and as brothers closer than any. Business on A. & P. is getting good, with good prospects for the season. I understand that more iron ore is to be shipped from Ashtabula Harbor this year than any year previous, which will make the best of business for the small city of Ashtabula.

Bro. Bevington had a new arrival at his house, on March 14, of a nice young lady who came from a strange land, and as yet has not received any name, but will probably get a good one, as Bro. Bevington is the happiest man of all. Mrs. Bevington is very ill, but all hope she may recover all right in a few days. Bro. Bycraft still has his old smile on his face when he meets a brother, and says, Brother, I have two cigars, one for me, and who do you suppose the other one is for? For you of course; then smoke and be happy. All brothers should do the same. Bro. Vanepps, our S. and T., has his hands full attending all our affairs and running local freight, which is a hard run on most of railroads, as I had four years of that in my dish on the A. & P., where they had cheese by the millions. What fun rolling cheese out of freight house into the cars! Bro. Cross has that job now. The new spread or cover for the altar of Div. 73 presented by the wife of Bro. V. C. McFarlin is a very nice present, and the brothers of 73 thank Mrs. McFarlin for her kindness and present; and our late promoted Bro. Young, from Painesville & Youngstown Ry., who is a big man, thinks it would be a nice thing to have something similar with a few feathers in a little lower down beside the altar for the brothers to look at, and the rest of the brothers just about agree with him. I regret that I could not be with the brothers at the meeting of 73 to-day, but could not, as my run keeps me away down in the city of Mahoningtown, Pa., every few Sundays, and as I sit writing these few lines, I can look out and see the big depot and hotel that the E. & A. division of the Pa. Co.'s lines have built at the Lawrence Junction for the accommodation of the railroad men and the public, which is to be opened about April 15; also the offices of Superintendent J. M. Kimball and Trainmaster J. W. Clabaugh are in this building which is the headquarters of these two divisions, and Trainmaster L. H. Adams has his office there as well.

Good-bye; yours in P. F.,

PHILO C. LOCKWOOD, 73.

BOONE, IOWA, April 14, 1886.

EDITOR MONTHLY:—At our regular meeting March 28, 1886, the following preambles and resolutions were passed:

WHEREAS, Owing to the present causeless strike of railway employes in the Southwest, causing a total stoppage of business in that section, also a great deal of privation and distress, it becomes necessary for us to take some action to prevent such a state of affairs in our midst. Therefore be it

Resolved, That we, conductors and engineers in the employ of the Chicago and Northwestern Railway Co., use our influence to promote and perpetuate the good feeling that at present exists between the employes and officers, and that we tender the officers our hearty co-operation to that end.

Resolved, That a copy of the resolutions be submitted to the engineers for their consideration.

Concurred in by the engineers of Montana Division No. 6.

At our regular meeting April 11, 1886, the Secretary was ordered to send the above to the O. R. C. journal for publication.

Yours in P. F.,

W. P. FOOTE, S. & T.

HAMILTON, ONT., Feb. 27, 1886.

EDITOR MONTHLY:—I read an article in the March number of the MONTHLY, and as the writer made a mistake, I wish to set him right. In the first place, our Association is not the successor of the United Trainmen's Union. As far as I can learn, the Trainmen's Union never had a lodge in Canada; at any rate, the advisability of organizing an association to meet the requirements of railway brakemen was talked over among some of the boys sitting in caboose 71, while lying over at Stratford. It was finally concluded to organize under the name of "The Brakemen's Benevolent Association of Canada and United States," which was done at Toronto, April, 1879. It was thought advisable to add the word conductors, as a great many of the boys have been promoted, and they did not wish to lose their identity as members on that account. The Association is strictly benevolent, and has proved very satisfactory to its members.

It has not consolidated with the B otherhood of Brakemen yet; I can see no good reason why it should not. Their aims and intentions are one, namely; benevolence, morality, sobriety, charity, and truth.

The conductors found out, some years ago, that there was not room for two or three distinct orders of conductors; they took a sensible view of the matter, and the result is the grand organization, known throughout the world, the Order of Railway Conductors.

Therefore, I advocate amalgamation of the C. & B. B. A. and the B. of R. B., for as we continue to grow in numbers, so will we be able to increase the insurance benefits.

I remain very truly yours,

CHAS. W. FLANDERS.

STANBERRY, Mo., Feb. 20, 1886.

EDITOR MONTHLY:—Thinking perhaps a few lines from Stanberry Division No. 188 would be acceptable, I will try and let the Order know how we are prospering. We were organized December 5, 1885, with fifteen members. At the present time we have three applications. We never expect to have a large membership, as our field of labor is divided. We have a neat and cheerful hall, and the Brothers show the same interest in the Order as when first organized. Have had an average attendance of ten members at our regular meetings since December 5. We cannot at present give as good an account as some other Divisions in regard to the MONTHLY, but in the near future we hope to win the jewels, and our Secretary will have considerable business to transact in the insurance, at our next regular meeting. The members of Division 188 desire to extend their sincere thanks to Mr. M. C. Streight, train master, A. N. McGregor, district operator, and L. J. Farretor, F. M. Fakelman, F. A. Mason, dispatchers, for favors and kindness, and especially in permitting all the conductors interested in the organizing of our Division to be present at that time.

"188."

EDITOR MONTHLY:—In your editorial in the January number of our MONTHLY, I read an account of the arrest of the charter of a Division of our Order in Philadelphia, and the cause which led to it. It carried me back to scenes in other bodies of conductors, and it would seem that the same rule or ruin spirit is still being perpetuated by the conductors at Philadelphia. Our old-time conductors will remember well the ultimatum of this same class conductors at Columbus, when the "Old Reliable" was organized, when one Leisuring (did any conductor ever hear of him?) issued his manifesto that none but *Passenger Conductors* should be allowed to join. Not being able to carry his project by a majority, we find him a short time after starting what is now known as the *Passenger Conductors' Insurance of Philadelphia*, taking out of the "Old Reliable" all his clan, or in a word they tried to rule it and could not, so they tried to ruin it. All conductors know the

subsequent history of this man, made secretary and treasurer, and become a defaulter, and is to-day abhorred by all honest men. Those who are familiar with the history of the "Passenger Conductor's Insurance of Philadelphia," have seen from time to time the same spirit manifested there. "If the control is to be taken from Philadelphia we won't play." Its substance has been repeated by Philadelphia members every time the matter has been discussed, and what do we see next. One Division of our Order located in Philadelphia, attacking the head of one Order who told them they were wrong. The Executive Committee pointed out their error. The Grand Division by vote of 198 to 199, told them they were wrong and gave them a reasonable time to get right, but No Sir Eee! If we can't rule the other 188 Divisions we won't play. We will establish another Order of a higher and better class of men. Men who have forgot that they ever ran a freight train or those who are incompetent to fill the position of the average freight conductor having the limited experience in a baggage car. These classes are the only ones that can be persuaded to enter into any such society, and as this number is confined within a very narrow limit, we are very sure that they will not harm the Order of Railway Conductors or its membership. There is no use for these members to try and shift the responsibility to others; they and they alone are responsible, and must take the responsibility. Meanwhile the Order will jog on her way in peace, having rid herself of the antagonistic element which in any organization is a bar in the way of success.

CARBONDALE, PA., March 1, 1886.

EDITOR MONTHLY:—Our Corresponding Secretary, O. H. Loftus, has been off duty for the last three weeks on account of sickness, and is improving, but very slow.

Bro. Maloney had his right hand crushed very badly on the 18th of February, at Niveveh, in making a coupling.

It is too bad that some of our members are so thoughtless and caused so much trouble by changing the custom and inaking additional expense. I hope the G. C. C, will set matters right, and that he will not be interrupted in the programme that he has arranged for the visiting of the varlous Divisions through the country outlined in the circular.

I would like to hear from Bro. Richardson, of Boston, to learn if tobogganing is good down East. I rode with him from Louisville to Cincinnati, and examined the toboggans presented to him at Louisville, and hope that they have not caused him any trouble, or led him into places where he should not go.

The MONTHLY is improved splendidly, and the writer wishes you abundant success with your additional responsibilities.

MUSCOVIE.

ROCHESTER, N. Y., March 4, 1886.

EDITOR MONTHLY:—The fourth annual reception and ball of Rochester Division No. 8, was a grand success in every respect. While the weather was not just what we would have wished for, it was not so bad but that 150 couples of our friends assembled in the spacious reception rooms at the Brackett House, and at 9:30 P. M. the dancing began in the large dining hall, which was very tastefully and elaborately decorated by the proprietors of the house in Mikado style. Some idea of the extent of the decorations may be had when you know that the value of them was estimated at over \$3,000.

The music by Arbuckle's band orchestra, was all that could be desired, while the banquet, served in the private dining parlors on the same floor as the ball-room, was the most elegant spread ever made in the city on an occasion of the kind. We were honored by the presence of two of our grand officers; Bro. Wheaton and wife, with a brother of theirs

arriving at 9:45 P. M., via N. C. Railway, and Bro. Hurty, who came from Dunkirk, via N. Y. C. Railway, arriving early in the evening. The affair was one long to be remembered by the members of our Division, as the most elegant one ever given under the auspices of the Division. A small amount was also added to our fund in the bank.

You will see from the above that Rochester Division is still among the live Divisions of the Order, notwithstanding a cyclone came our way last fall, and thereby several of our members were among the victims who fell a prey to ways of the spotter.

Our last meeting was attended by about twenty of our members; the degrees were conferred on two candidates, who also take the Insurance.

Everything is in good working order, and everybody apparently satisfied with the manner in which the affairs of the Order are being conducted. May they always remain in that state.

Yours truly, in P. F.,

O. SACKETT,
Correspondent.

EDITOR MONTHLY:—The following was unanimously adopted at a late meeting of Div. 51. Please insert in the MONTHLY:

Resolved, That we, the officers and members of Royal Div. 51 of the O. of R. C., return our sincere thanks to Mr. L. S. Thorne for his kind and impartial treatment of us, while he was filling the position of train-master of Longview and Dallas section of the I. & P. Railway;

And that Mr. Thorne has our best wishes for his future success in the higher position which he has been called to fill;

And that a copy of these resolutions be forwarded to Mr. Thorne, and also appear in the CONDUCTORS' MONTHLY.

CHILlicothe, OHIO, Feb. 21, 1886.

EDITOR MONTHLY:—Feeling assured that you have not heard from Chillicothe Div. 181, will give you a few points: Chillicothe Division was organized June 23, 1885, with twenty charter members, since which time we have taken five initiates, which increases the membership to 25, with still more to come. Our Division is in what we may call a flourishing condition; is well officered, with men of push and energy. This Division is located in the center of Chillicothe, on Paint street, one of the best streets in the city. Our hall is splendid in every particular. The city of Chillicothe is located in the Scioto valley, and on the Scioto River. Our Division is composed of C., W. & B. R. R. men with one exception; we have one member from the Ohio River R. R.

Our members take right to the insurance. We think that it is just the thing since the insurance has struck us. There had to be an assistant secretary appointed to assist the secretary and treasurer with his business to give the insurance its just dues, but that is all right, if we all had to be secretary and assistant, so we come out on top, but it caught your humble servant to assist secretary and correspond for the MONTHLY.

Our delegate, J. Kopp, was very much taken with his trip to Louisville where the Grand Division convened, and reports having a good time. Last meeting we shot one out of the gun and finished him up to-day.

Our Division meets on the second and third Sundays of each month. Please correct in next MONTHLY as you have it now second and fourth Sunday.

During the month of December and January the C., W. & B. R. R. did a very heavy business through freight, which prevented many of the boys from attending a couple of meetings, but for the last couple of meetings the boys have been "on time."

T. A. F.

OTTUMWA, Iowa, Feb. 14, 1886.

EDITOR MONTHLY:—Creston Division No. 21, not having been represented in the Magazine for some time, does not reflect an extra amount of credit upon her corresponding Secretary, and I, as occupant of that position, think it high time I should wake up and make some kind of a showing, if only to let you know we still have a Division here (A good one it is too, I assure you). Our officers are Bros. C. A. Stanchfield, C. C.; J. R. Hawkins, A. C. C.; G. M. Loughridge, Sec. and Treas.; P. C. Hawkins, S. C.; C. F. Allen, J. C.; E. Holderness, I. S., and E. E. Douglass, O. S. A finer looking or more worthy set of officers never graced the chairs of any organization. We have recently moved our place of meeting from the old I. O. O. F. hall to the new K. P. hall on North Pine street. This hall is certainly one of the neatest in every respect, I have seen, and we are *now* not ashamed to have visitors from other Divisions meet with us.

Our Division has lately been favored with some very handsome gifts. Among them a banner or altar cover, donated by Mrs. C. W. Stabler, wife of Bro. Chas. Stabler of Division No. 21. Bro. R. D. Patton's wife also made us a present of a Bible cushion. Both gifts are specimens of rare and intricate needle work, and very beautiful. If I could I would describe them, but they are beyond the range of an *ordinary* man's descriptive powers. All I can do is to admire them, and wait until you make us a visit, when you can do likewise. We are very grateful for these donations, and would like to thank the ladies for their kind attentions, but as the writer is not eloquent enough to thank them in the flowery flow of language that all ladies love, and that our brother secretary can command, we will leave that for him to do. I noticed in a copy of the MONTHLY some time ago that some of the Divisions think the ladies take no interest in our Order. Division No. 2: certainly cannot make a similar complaint. Our wives, sisters, mothers and sweethearts give us *every* attention and encouragement. God bless them, *we* say.

Our Division meeting has not lately been as well attended as it should be, though I think from the number present at our last meeting that the brothers are going to make an effort to attend oftener in the future. We should surely pay more attention to this matter and attend *regularly* if possible.

I hear that Bro. Etheridge of No. 21, fell from the top of his train during the recent severe weather, and injured himself in some way, though I am glad to say, not seriously. Hope he will soon be able to resume work—would advise Dempsey to look sharp and not try that again, as he might not be so lucky next time. We were glad to see Bro. C. W. Stabler at our last meeting—he has been recently employed in the yards at Greenleaf, Kansas, and is back here on a visit. Our A. C. C. Bro. J. R. Hawkins, was unable to meet with us at our last meeting, on account of the serious illness of his wife. We extend our sympathy, and hope ere this, that Mrs. H. has entirely recovered.

I notice in the January MONTHLY a schedule of pay for Freight Conductors, adopted by the C. & N. W. R. R. I have heard a goodly number of conductors express their opinions, and the majority of them seem to think it first-class, and that it surely should be satisfactory to conductors.

Business with us on the C. B. & Q., has been dull for several months, but the prospect now is that we will have more to do in the near future. I am sure all of us are willing to be kept busier, as we have made poor time lately. I will endeavor hereafter to write to you occasionally, so that you will not think our Division has been blotted out of existence.

Yours in P. F.,

G. L. H.

BROOKINGS STATION, March 7, 1886.

EDITOR MONTHLY:—Not seeing any communication from Huron Div. 121 for some time I took it for granted that the worthy correspondent had either forgotten or neglected the duty he owes the Division, or honor reposed in electing him to fill the im-

portant position of representative of the Division in the MONTHLY. Not casting any reflections on the former correspondent I shall endeavor to give you a few lines; ye writer being duly elected to fill the position for the ensuing year, will make a feeble effort to do so, although my talent in that direction is somewhat limited.

Huron Division 121 meets first and third Sundays at 1 P. M. in G. A. R. Hall; any Brothers being in the city we should be glad to have them give us a call; we are always willing to extend the hand of friendship and give them a hearty reception. We feel somewhat proud of the working of our Division, Bro. Pechin filling the chair as Chief; Bro. Cooley Assistant Chief; Bro. Finch Secretary and Treasurer; Bro. Wood Senior; Bro. Higgins Junior; Bro. Markey Inside; Bro. Subelia Outside.

The following is a brief history of the manipulators of the punch on passenger trains: Bros. Rowland and Bryant Nash on through runs east and west; Bros. Rowley and Walters on south end; Mr. Shirk, of long and tried experience, conducts the Columbia turn around; Bro. Miller between Tracy and Redfield; and last, but not least, Bro. Prothero who manipulates the pay car run between Brookings and Watertown, however, making more miles than any one. By the way, I have heard it rumored quite recently, from good, reliable source, that the matrimonial wave will soon sweep over our worthy Bro. Prothero, and by the time this goes to print cigars will be in order. Accept my congratulations. May you be prosperous and successful, and your pathway and walk through life be strewn with roses and nothing to mar the bright future, is the sincere wish of 37 and 38.

Our delegate, Bro. Pechin, on his return from the Grand Division gave us a splendid report which seemed to give entire satisfaction, and it is needless for me to say he represented us with honor to himself and our Division. Bros. Wood and Burke are sojourning in the Southern climes, and from all accounts they seem to be enjoying themselves. The Brothers on freight are all making good mileage, and with the late increase of pay all are happy and prosperous, and right here let me say that you may attribute our increase of pay on the C. & N. W. system to the O. R. C. They granted all that was asked for, which is quite a concession for a corporation. Now, in conclusion, permit me to say to Brothers of 121 to scrutinize carefully so as not to overlook this brief communication. Hoping this will find space in your next issue I will submit it to you for publication.

Yours in P. F.,

FRED HUGHES.

HOBOKEN, N. J., March 6, 1886.

EDITOR MONTHLY:—At the last regular meeting of Moses Taylor Division 168 O. of R. C., I was appointed correspondent to our worthy magazine. This, my first article, is one of sorrow and grief. On Monday, March 1, 1886, Brother Henry L. Gardiner made his last trip on earth, and has gone to attend the summons of the Grand Chief Conductor of the Universe. A worthy brother, beloved and respected by all employers, employes, and patrons of the road. He was also a member of our insurance. The Division held a special session in their rooms on Wednesday, the 3d inst., and adopted suitable resolutions to be engrossed and forwarded to the family, expressing the sorrow and sympathy of the Brothers. The Division presented a floral piece, consisting of a pillow of flowers supporting a broken column, surmounted by a white dove. Brothers Reed and Brown had the same photographed with a picture of Bro. Gardiner resting against the base of the column. The photographs are in great demand, and Brothers Reed and Brown will be kept busy supplying the wants of the many friends and acquaintances desiring one. No. 168 is in a prosperous condition and holds its own, with good prospects in store for the future. We were very much disappointed in December last by Brother Grand Chief Wheaton not paying us the visit he promised; we shall be glad to have him with us as soon as convenient. I inclose a notice of the death of Brother Gardiner for the Obituary Department. Hoping I have not occupied too much space, I remain,

Yours in P. F.,

WM. W. MORE.

CITY OF MEXICO, April 1, 1886.

EDITOR MONTHLY:—Perhaps a few lines from the land of the Montezumas may be of some interest to your readers. The weather at this time of the year is delightful. The sun may set in dark clouds and rise in heavy clouds, and during the day dark clouds may cover the sky and every sign portend rain, and you say, "It will rain shortly." The answer invariably is, "Oh, no; it never rains at this season of the year." They speak with confidence and are generally correct, although all the signs may be to the contrary.

The city at present seems to be alive with "Gringos," all bent on sight-seeing and the purchase of curiosities. Raymond and Whitcomb's excursion parties are coming in pretty regular. All who have been here thus far have left feeling well pleased with what they have seen, and well repaid for their journey.

Now for a few words about Division 159. It is, I believe, the only Division of the O. R. C. in the Republic. It has a membership of thirty, which comprises about all the conductors running into the city. The bull fight season is in full blast, which makes the attendance at our Sunday meetings rather slim. As the excursion trains to the bull rings are so large and crowded and the distance so short, it takes three or four conductors to each train to collect the tickets. However, next month will close the season, when we expect to have some rousing good meetings.

We are all anxiously looking for a visit from our Grand Chief. Hope he will not forget us in his wanderings, but give us a call and post us up in the work. We shall be able to furnish him during his stay with a Mexican spring mattress and plenty of "Tortillas and Frijoles." Would like to see the annual session of 1888 held in the City of Mexico. Although it has the disadvantage of being situated so far away, yet it is a trip that I think every delegate would be glad to take, and one that none who came would ever regret.

Bro. Marr of the "Central," and Bro. Moran of the "National," returned from Louisville well pleased with the harmonious working of the eighteenth session. More anon.

H. H. G.

COLUMBIA, PENN.

EDITOR MONTHLY:—Hearing complaint from members of Division 143 that nothing appeared in the columns of the MONTHLY about them, I venture to silence their complaints by a brief effort.

Our Division is thrifty, the result of the interest taken by the members, who now number over one hundred. We have a long straight line and a white signal prepared for the ones in need. To be successful we must be diligent, as faithful to our duties out of the Division room as in it. I would also suggest that if each member of the Order would subscribe for our MONTHLY, he would be much better posted on the news of the Order, and while benefiting himself he will benefit others. Let us be ready to assist those in distress, and prove by our acts our belief in the principles of the O. R. C. By our acts are we known, and not by what we say or profess to believe. To every brother I would say, be earnest and faithful, and the Almighty conductor will guide us safely to our heavenly destination.

Yours truly in P. F.,

JOHN HERNSEY.

PITTSBURGH, PENN., March 10, 1886.

E. B. Taylor, Esq., Supt. P. C. & St. L. Ry.; C. B. Price, Esq., Supt. A. V. Ry.; P. A. Bonebrake, Esq., Chief, Train Dispatcher P. C. & St. L. Ry.; N. C. Deane, Esq.,

Trainmaster P. C. & St. L. Ry.; J. K. Turney, Esq., Trainmaster P. Ft. W. & C. Ry.; John Leizure, Esq., Foreman P. C. & St. L. Ry.; C. K. Miller, Storekeeper A. V. Ry.

Gentlemen:—In behalf of R. B. Hawkins Division 114, we wish to express to you our gratitude for courtesies extended to us on the occasion of our first annual reception, March 5, 1886. We feel deeply obliged for the generous manner in which you contributed to the success of our reception, and your kindness will be held in grateful memory by the members of the O. R. C.

Yours very respectfully,

Hess Terrel,
D. L. Brown,
D. M. Dunsmore,
Committee of Arrangements.

ST. LOUIS, March 24, 1886.

EDITOR MONTHLY:—The last issue of MONTHLY at hand; I have read it over carefully, find it contains some interesting reading. One idea is brought out under the head of strikes that must convince all fair-minded, sober thinking persons that there is two sides to the question, whereby one class of workmen by going out on a strike deprive as many, or probably more men employed in other capacities of the means of earning a livelihood, and as is quite often the case they cannot afford to quit work. We cannot all command salaries that will enable us to lay away money to keep ourselves and families any length of time idle. Besides, one week's idleness requires three months' steady work to place them where they were when strike commenced. A number of the members of our Order have come to me for advice during troubles, saying they are employed in different capacities at or near St. Louis. Said one brother to me yesterday, "I am working for the Bridge Company. I was approached by certain individuals and requested to quit work. Said he, I want to live up to the requirements of my obligations taken when becoming a member of the Order of Railway Conductors. Still, I don't want to do anything that will injure me in my business relations in the future; neither do I want to live in constant dread of bodily injury during present difficulties. What shall I do?" My answer to him was, That simply requesting him to quit work was not enough, but not to offer resistance to a body of men commanding him to do so, but at all times to endeavor to show to the public by your actions that we, as an organization, hold a different opinion from them in regard to strikes, and we, as citizens under the laws of the United States granting to every man his freedom, must demand the right to the proper exercise of such opinion, same to be governed by the laws. I told him it was not expected of him that he should enter into any personal difficulty with either one man or a body of men during the labor troubles now pending.

First annual ball of St. Louis Div. No. 3, Order of Railway Conductors, was given in St. Louis, March 4, 1886. I am pleased to say it was a complete success, both socially and financially. It was not so largely attended as was expected. A great many bought tickets that did not attend. All those that attended seemed to enjoy themselves. Bro. M. F. Compton called them to order and stated the objects of the ball, then introduced Bro. Ed. Coman, A. G. C. C., who favored us with a few remarks. The call was then made for grand march; Bro. Chas. P. Johnston and lady took the lead, after which dancing commenced at 2 K. A. M. Supper march was sounded when Bro. C. P. Johnston and lady again took the lead to the dining room, where we found a splendid spread set before us. After enjoying the hospitalities of the proprietors all returned to the ball room, feeling refreshed and eager for time to be called. Dancing commenced and was kept up until a late hour. When the band played "Home, Sweet Home" all

retired, feeling they had been amply repaid for their trouble and expense. The hall was decorated with different colored lights—red, white and blue—set to show the shield and stars, and over the front entrance hung the stars and stripes; over the musicians hung a floral emblem of our Order, at the side of the musicians on a stand laid a beautiful altar cover, a present to the Division by the wife of our Junior Conductor, Mrs. W. M. Wheeler; on the posts on each side of the hall hung two beautiful silk-embroidered banners, a present to the Division; on each side of the musicians hung two green lamps. In behalf of the officers and members of St. Louis Div. No. 3, Order of Railway Conductors, I desire to tender our thanks of the Division to the managers of the hall for their kind assistance and courtesy; to the musicians for the very able manner in which the music was rendered; to the two gentlemen who took an active part at the commencement of ball and helped us give it a start. Last but not least we desire to thank all those who favored us with their presence, their kind attention and patronage; begging your pardon for all mistakes, hoping to be better acquainted with one another, and able to serve you better at the next annual ball of this Division, when we expect to meet you all again.

At regular meeting of St. Louis Division, Feb. 28, final action was taken on several petitions. Among them was the petition of Mr. William Andrews; his petition was accepted; he was notified to appear for initiation. On the morning of March 12 came the sad news of his death by accident, but, 'alas, he has been notified to appear before the Grand Chief Conductor of the universe to be initiated into an Order whose membership is perpetual; he makes his own preparations. Who is able to say what his password is, Life, death, happiness, or misery. What a solemn thought this is; something we all should think of.

LATER—I am happy to inform you that all members here, so far as I have been able to learn, have remained at their post, but by so doing, have incurred the displeasure of the K. of L., especially two members who were working for L. & N. Ry. The company had deputized them as officers of the law. It seems this is what they took offence at, and warned them to keep away from East St. Louis, which shows conclusively the truthfulness of their assertions that they are law-abiding citizens. I was pleased to hear the members of our Division, also visiting brothers, expressing themselves at our last meeting in the manner they did, showing a determination to remain at their post of duty, and offering encouragement to any brother who may be placed in a peculiarly dangerous position. I was pleased to learn from Bro. C. B. McEvelly and others that the L. & N. Ry. had promised to put them on some other division of the road, if they considered it unsafe to run into East St. Louis.

I think the position the MONTHLY has taken in regard to the labor question, and the language used is a good thing, not only for the members individually but for the Order in general, but as only about one-fourth of the members of this Division subscribe for it, we can't expect them to read it. I would like all to read it. I find the largest attendants at our meetings are the ones that subscribe for the MONTHLY; they seem to take more interest in the work.

I was pleased to see the visitors at our last meeting. Among them were Bro. L. R. Carver, of Div. 38; G. W. McNeelan and E. B. Sprague, Div. 107; J. B. Smith, Div. 83; Bro. Herbe, Div. 92, and others. Although some of the brothers had quite a time to find the place, they said they were well paid for their trouble. Come again; remember the place—southeast corner Ninth and Pine streets, Ohio Hall. It having become necessary on account of a meeting of the employees of the Ohio & Mississippi Ry. Co. held at Vincennes, Ind., in which members of our Order took part, to retain our position as an organization, the following preamble and resolutions were presented by committee appointed for that purpose:

RESOLUTIONS.

The press spoke of the meeting as being called by the Order of Railway Conductors.

I afterward learned that certain members of our Order did take part therein, thus giving that impression.

I have nothing to say in regard to what was done, or how, although I am pleased to learn they conducted themselves in a gentlemanly manner throughout, but the members should bear in mind that we have a way of presenting our own grievances. The Order should not be abused to assist some other organization. Just now is the time for us to make our mark and show by our actions that what we have *pretended to be is true*, and not destroy the confidence already gained by attacking the railway company at a time when they most need our sympathy and support. I am pleased to say the resolutions were adopted by unanimous consent. At a special meeting, April 11, 1886, Bro. W. M. Wheeler was installed in the office of Secretary and Treasurer for unexpired time, vice M. Stilwell resigned. Bro. Wheeler's address is 2953 Atlantic street, St. Louis. Our attendance is steadily increasing. May the good work still go on. Come, brothers; lend me your support with your help and encouragement. I can make this one of the banner Divisions; we are fast gaining in the work. There are those who are present at every opportunity; there are others who have plenty of opportunity, but are seldom present. We will soon have new Constitution which will require a change in our by-laws. This is something which interests every member of the Division. One matter alone of dues; all complain we are paying too much. Now is the time to remedy it. As our treasury now stands, it will require judicious handling. Remember, in unity there is strength. Come all and let us have a grand reunion of the members of St. Louis Div. No 3. Visiting members are cordially invited to attend I remain

Yours truly in P. F.,

M. F. COMPTON, Cor.

MEDICINE HAT, March 15, 1886.

EDITOR MONTHLY:—I was pleased to read the letter of Bro. Belknap in the February issue. Along the base of the Rocky Mountains the MONTHLY is eagerly looked for by—who do you suppose—why cowboys. You would not think a cowboy would take much interest in such magazines, but they do. They claim the "short pieces" are good. If you ever happen along by Fort Macleod, drop in and ask for Frank Strong, whom you will find on the Blood Indian Reserve, and tell him you are editor of the MONTHLY and you will require no further introduction. Do likewise on the Blackfoot Reserve, and ask for "Dutch" Patrick.

"Dutch" is a genuine cowboy, and could entertain you for awhile by showing you how a cowboy can ride a horse, use a six-shooter, or throw a lariat round either horn or either foot of a wild steer on the full gallop. The lariat, or lasso, is fastened to the horn of the saddle and the loose end is held in the hands of the rider, and at the proper moment is thrown with deadly precision around the feet of the steer, the horse bracing himself the instant the lariat is thrown.

Do you know what "razing" a horse or steer means? Well, it means to shoot the animal just above the backbone, which knocks it down but does no further injury. You can imagine how well a man can handle a big six-shooter when he can "raze" a steer while on the full gallop over a rough broken country. The brothers in the East have no idea of what a strange, wild life most white people live out here. Even railroad men live rather a hum-drum life.

Business is very dull on the Canadian Pacific Railway; not near so busy as they were in Harrisburg, Pa., if one may judge from Bro. Duncan's letters in the February issue; 106,000 cars pass through one yard in one month? "My goodness gracious," what a lot of "kears." I have been west of Winnipeg since July, '82, and I don't think

I've seen that number of "kears" during all the time I've been here; I'm sure I have not.

I read in a New York newspaper of the arrival of a train of silk there; sixteen carloads of silk, weighing 326,621 pounds, or nearly 163 tons, the whole cargo valued at (\$1,500,000) one and a half million dollars. "My goodness gracious," I would open a nice silk emporium if I had the contents of those sixteen cars, and maybe give my wife a silk dress.

Yours truly in P. F.,

JNO. B. ROBINSON, Div. 47.

ELMIRA, March 25, 1886.

EDITOR MONTHLY:—In your editorial on the Pennsylvania Relief, March number I see you have not been informed of the modifications made by the general manager in his circular of Feb. 27. Copying from this notice:

"The feature of the Relief Fund requiring employes entering the service of the company or receiving promotion therein to accept its provisions having been found objectionable, notice is now given that no one at present in or on entering the service will be obliged to become a member, and the Regulations will be modified accordingly.

"In view of the fact that some of the employes may have become members of the Fund under a misapprehension of its features, the P. R. R. Co., and other companies interested in the organization of the Relief Department, will contribute to that department the full amount of the contributions due for the months of February and March from those employes who have made application for membership which otherwise would have been deducted from their February pay. If there be any who desire to withdraw, the Regulations will be so modified as to permit withdrawal by notice being given before March 25, 1886."

This removes the objection to Article 18.

At the representative meeting in Philadelphia March 2, there were 27 Divisions represented by 324 employes. The Relief Department as offered was fully discussed, free speech prevailing.

It seems to us that the management are anxious to so modify the Relief as to meet the wishes of the employes generally.

Supt. Meade's statement to the *Gazette*, as you noted in the February number, was correct. Any member of the relief leaving the service of the company can, if he elects, continue his natural death benefit in accordance with the provisions of regulation No. 78.

Yours truly in P. F.,

C. A. WOOD.

CORNING, N. Y., March 23, 1886.

EDITOR MONTHLY:—As I never see an item in the MONTHLY from Corning Division No. 176 I fear our correspondent has been lost at sea. Our Division has twenty-six members on its roll with two petitions to be acted on at our next meeting. All of our boys are hard workers in the interest of the Order, and every member is a member of the Insurance. Business has been very dull, but the boys look forward to a revival when they will be able to make full time. We are sorry to lose Bro. J. A. Dunham, who has gone west to make his fortune. We hope he will be successful, as "Dick" is a jolly good fellow and will make friends wherever he goes. Our Division returns thanks to Bro. Carlton and wife for a beautiful set of Division flags. Hoping that our correspondent will see this and brace up and let the Brothers hear from Division 176 once in a while, I will close with the best wishes for the success of the MONTHLY and Order.

K.

EDMUND B. AT MOBERLY.

MR. MAYOR, LADIES AND GENTLEMEN:—On behalf of the members of Moberly Division No. 49, on behalf of all divisions and all members of the Order of Railway Conductors, I accept with pleasure and pride, your generous welcome, and send words of encouragement, and I assure you this reception extended to our organization by one holding the highest official position in this city, speaks volumes of the high social standing in this community of the members of Moberly Division, under whose auspices this entertainment has been carried to such a successful issue. That this pleasant feeling exists here tells me plainly that the principles of our organization are of such a character that we are entitled to the encouragement of all fair-minded persons.

The Order of Railway Conductors consists to-day of 190 divisions, and with the exception of Chicago, no city has more than one division, therefore you can imagine the large extent of territory covered by our organization. Our membership is nearly 9,000. Now that I have given you the extent of our Order, I can do no less than to inform you what are the principles that bind 9,000 conductors together. The object of our association is to promote the social, moral and practical welfare of our members. The qualifications for membership are morality, sobriety and a thorough practical experience as a conductor. The duties of a conductor are increasing I might say, daily. Now when we endeavor to elevate the practical and moral standing of our members we are bringing to the discharge of our duties, a higher order of ability. Then we become an important factor in the success of the company by which we are employed. The interest of our employers are ours. Our interests are and should be mutual. The teachings of our Order are of such a character that we are endeavoring to bring a higher grade of intelligence as men, a higher grade of knowledge as conductors to the discharge of our duties, and this reception here to-night will, I assure you, stimulate us to continue on this course, and if possible, reach to a yet higher plane, the performance of our duties to our employers, our passengers and the public. Every one here to-night, I am sure, knows how dangerous our calling is. Our organization has an Insurance feature that I desire to explain, and shall do so in a very few words. Last year we paid \$24,000 in benefits at a cost of \$14 to those insured. Should a member be disabled by an accident so he is compelled to give up his train, we pay him the \$2,000. Last year one of our conductors while running his train lost his foot; he received \$2,000. Another while making a coupling, lost his hand; he received \$2,000. The other twelve benefits were paid to the widows of our brothers who have gone to their long home. And in this hall to-night is a brother who accompanied me last August to the home of one of our late members, and handed the widow a check for \$2,000. She was left alone, her protector gone; there was an incumbrance on her home of \$1,000. We appointed a committee of three members of our division to assist and advise with her in paying the mortgage and investing the remainder of the Insurance money.

After the first of next June, our benefits will be increased to \$2,500. Now, my friends, I merely cite this case to give you some idea as to the workings of our Order, and to show the railway officials and the public that we are not banded together either to coerce the companies or block the wheels of traffic, but on the contrary to bring to our employers that cheerful co-operation and intelligent discharge of the duties of a conductor that are essential to the successful management of any railway corporation. I have always viewed with feelings of the greatest pleasure, the harmonious disposition manifested between the officials of the Wabash railway, and the members of Moberly Division No. 49 in particular, and the Order of Railway Conductors in general. And I assure you this reception and entertainment, the presence of the officials of the road, the Mayor and prominent citizens of your city, together with a large number of our co-laborers, is an

indorsement of our principles that will contribute in no small degree, I assure you, to encourage us to labor with greater zeal for a yet higher interpretation of our principles, so that we may become better members of society, better servants of our respective companies, better members of the Order of Railway Conductors.

And now, Mr. Mayor, ladies and gentlemen, as a member of the Order, as Chief Conductor of a division located in Kansas City, as Vice Grand Officer of all divisions of our Order, I thank you for the interest you have taken in our organization, and your presence here this evening adds another link to the chain of friendship which I trust, will always exist between the good people of this busy city and the members of Moberly Division No. 49. I thank you one and all for your kind attention.

“SALAMAGUNDI.”

SHARPSVILLE, March 7, 1886.

MR. EDITOR:—What's gone and got the matter with “E. H. B.,” in the February number of the MONTHLY? Why don't he scold? What's the use of going at such fellows as he describes, with buttered toast and honey? Why don't he get him down in a corner where he can't get away, and read him a chapter out of the “book” on the moral turpitude of misplaced wrath, etc. Say, why don't he? If every brother of the Order would take a copy of the MONTHLY, the managers and editor could make it better; if every brother who can, would jot down for the pages of *our* magazine the little incidents of his everyday trip as a conductor, even if couched in the most homely language (the editor would take pleasure in fixing it up for a trip), he could add materially to the interest of the magazine, and induce others, not members of our Order, to take it and read it, because he would be sure to find in its pages something from home. A little “daily” published in Pittsburgh, Pa., adopted the plan of having a correspondent in each town where their papers were sold, to jot down the *little* incidents of each day, personals, accidents, etc., etc., and the result is that its circulation in the towns of Northwestern Pennsylvania has been increased five hundred per cent. Try it. Let every member of the Order who is a subscriber to the MONTHLY, try it just once. Any little ludicrous thing that happens on your train, or incident that comes to your notice in any of the numerous towns or villages along your route, and you will be astonished at how soon you will learn to put it in easy readable shape. Don't get the idea into your head that all newspaper or magazine correspondents are paid immense sums for their articles. Seventy-five per cent. of them are not paid a cent, and yet some of the best essays and *bon mots* “going the rounds,” are these by unpaid contributors.

Now, a word as to an increase in the amount to be paid to insured members. Messrs. Insurance Committee, take the advice of the Elder Weller, and “don't.” Two thousand dollars is enough, and it is the expression of a large number of the *brethren*, “*that an increase in insurance means an increase in assessments, and that they will not stand.*” The language in italics is theirs, not mine.

We received (wife and I) invitations to the Conductor's grand ball, at Rochester, N. Y., which, for reasons beyond our control, we were compelled to decline. Now see what they did to us in revenge. Why, they sent us the “menu” of their banquet, and a description of the reception. Oh? didn't they do us “Brown.” If I'd an “Orange” I'd “Sackett” to 'em.

Our boys have been going to school one or two at a time. It was curious to hear the expressions of the boys while it was yet in anticipation. They had got the idea into their heads that they would be asked all kinds of irrelevant questions, and that it was a trap set for them. Now they find that they were simply instructed in the manner in

which the company wished its business done in the use and abuse of tickets, etc., etc., all directly in the straight line of their business, and each expresses his gratification at the knowledge gained. None of our boys ranked lower than "*two*," and most of them "*one*" in their examination.

The "coke strike" is now over and business on this Division is again booming. Our trade is principally iron ore, coal, coke and metal, so you see when anything happens to the iron trade, the roads in this country feel it quickly.

No. 64 will take in two members to-day, both good material, and there are several "on the anxious seat halting between two opinions." I do not see why No. 64 elected yours truly, their correspondent, when they had lots of good material right at headquarters whose facilities for news were a great deal better than mine. Bros. Rice, Donlin, Van Atta, Fitzmorris, and lots of others are fully able and competent to write a readable letter, and live right in Erie at Division headquarters, where they can be fully posted.

Now I've got a proposition to make to our boys. It is this; if you will not write for *your* magazine, when you see or hear a good thing, jot it down and bring it to me, and with the help of the editor I will try to put it in shape so that the thousands of readers of the MONTHLY may enjoy it too.

C. H. PETERS.

ROCHESTER, N. Y., Jan. 9, 1886.

EDITOR MONTHLY:—May I ask space for a few thoughts as they occur concerning the "Order of Railway Conductors."

Our Order is what we make it. If we individually live and act in accordance with our obligation and statutes, we command the respect of all classes of people; the respect paid us as individuals, gives us our influence as an Order with the world at large, and our influence is our capital. A worthy Order needs only influence to insure its success; without it, it must perish; the sooner forgotten, the better. Our Order is composed of some of the best men in the communities in which they reside, in every State in the Union, and in all parts of Canada. With extreme regret we cannot say that all our members are what they should and might be; but one of the objects of our Order is to improve these men; when this is impossible, such members are expelled. While the reformation of our members is one of our objects, we do not make a practice of inviting Railway Conductors to give us business of this kind, and our Order is not hampered with a greater number of this class of men than other societies of the same kind, but they will creep in among us, and then our labor begins. A worthy member of the Order is a man whom any one will recommend to a Railway Superintendent or Train Master, and he is never compelled to look for a situation. There are places waiting for such men in every section of this great railway country, and a place once filled by one of this class is never vacant, except by will of the incumbent. Won't our members think of these things? No argument is necessary to prove the truth of them; a careful consideration will convince you.

Our grand officers are worthy of our support, and should receive it. Bro. Wheaton will no doubt accomplish much that will benefit the Order while traveling in our interest the ensuing year. Bro. Daniels has made a grand start as editor of our MONTHLY, as the December number attests. As Grand Secretary and Treasurer, nothing need be said; he is the right man in the right place.

I understand that the officers of the Order under the immediate charge of Bros. Wheaton and Daniels are very pleasantly located in Chicago, on Dearborn street, in the fire-proof building of the Bank of Illinois. This is proper and appropriate.

The Executive Committee, consisting of Bros. Robinson, Hurty and Belknap, could not be bettered in the Order; capable, prompt business men. May their shadow never grow less. Coman, Durbin, Flack, Evarts and Hall will be heard from in New Orleans in 1887.

The insurance connected with the Order is worthy of the support of every member. Why are not more of our brothers, members of our own insurance; we pay no big salaried officers, no rent, every cent paid in is applied to the object for which it is paid, viz: The relief of the family of some disabled or deceased brother. Many brothers say, "I am carrying all the insurance I can afford to." Well, withdraw from some foreign company or society and join our own. We now pay as much as any Mutual Insurance Company, and after June 1, 1886, will pay two thousand five hundred (\$2500.00) dollars, in case of death or total disability of any of our members. You will in that way assist your own brother or his family, and at the same time feel assured that your family is provided for in case of sudden death or disability, for the affairs of our insurance in the hands of Grand Sec'y Daniels, under the supervision of the Insurance Committee (Bros. Wheaton, Sears and Ingram), are certainly in the care of trustworthy, honest, and judicious brothers. Let every brother show his confidence in them, and his earnest wish for the complete success of our insurance and the Order generally, by forwarding his application for insurance at once.

The success of our MONTHLY depends upon our efforts individually. Is every one doing all he can to secure subscribers? A good correspondent from each Division will materially aid in this work. See that your Division says something to the Order and the public every month through the columns of the MONTHLY, and don't pass a friend who will subscribe for it, if he is asked to, without having his name on your list. During the last two years the MONTHLY has paid into our treasury about five thousand (\$5,000) dollars. If every member of the Order will now subscribe, and get some friend to do the same, we will pay all our expenses from the profits of this little periodical. All this may be accomplished by the slightest effort on the part of every brother. Don't ask a few to do this, but go to work yourself. Let every member work for our Order, our insurance, and our MONTHLY, and success beyond parallel will crown their efforts. "How pleasant it is to dwell together in unity."

In P. F.,

"PLAIN ERIE."

MARCH 8, 1886.

EDITOR MONTHLY:—Seeing old 149 quite in the arrear as to correspondence, if acceptable, I will try to claim a short space in the MONTHLY, which will prove of interest, I sincerely hope, to some absent brother of this Division. If not, to other boys I will say that we are still increasing in membership, knowledge and efforts, and by the latter we yet hope to attain the topmost round in the ladder of O. R. C. fame. The material with which we hope to accomplish our ends is being chosen from the ranks, all being men who believe there is a God, sober, conscientious and ever ready to extend a friendly hand

to a worthy brother. Our Division at present has — In full membership and — who have traveled but half the journey, with more petitions on the table. Thus link by link is added to this great and glorious chain of brotherly love and intercourse, hoping that at last when the two ends are welded together, we will have one complete and unbroken circle, each link standing the test of time only to be again severed by the hand of our Grand Chief Conductor above. Let each and every one of us put our shoulders to the wheel, though singly they may seem but weak efforts. Yet together, with stout hearts and good nerves we will yet triumph and remove the obstruction that now obscures us. Then we can show to the world in general and especially to our various superintendents and train-masters that we are reliable, trustworthy and deserving men. This confidence is rapidly being gained. May the day hasten when it will be universal. Let me here, in behalf of the members of Jackson Division, 149, extend thanks, with deep and lasting obligations to the different Divisions of the Order who responded so nobly to our call for assistance for a good and worthy brother. May your kindness prove indeed bread cast upon the waters that some future day may return to you twofold and at the same time whisper to you the joy its voyage gave, and good it did. We hope it will never be your destiny to want, but if this should ever occur to a worthy brother, call on us. We stand ready and willing to lend a helping hand and yield a cheerful compliance to any just demand. We are now looking forward to the promised visit of our Grand Chief and expect the boys to turn out in force to welcome him, for he is a man we all respect and regard as a true, honest, upright gentleman, and above all, a true brother, who has at all times proved true to his trust and ever kept our best interests in view, and our worst wish is that he may always be successful in his efforts in our behalf, for by them we expect to be led in a prosperous journey through this stage of our existence and with such tried and true leaders at the helm we ever hope to accomplish the noble purpose of our Order. Though young in years, our Division is in a prosperous condition, and improving every meeting. Our chief brother, W. H. Harris is a hard, honest worker, a promoter of genuine good-will and regard. One rap of his gavel means strict attention, all joking aside. He requires constant attendance when sickness or distance does not prevent. No nodding on duty. Excuse length, this is my first, but if you should deem it worthy to insert in the columns of the MONTHLY, do so.

MEMBER JACKSON DIVISION NO. 149.

KANSAS CITY, March 8, 1886.

DEAR BROTHER AND EDITOR:—As I have not seen anything in our MONTHLY for some time from Kaw Valley Division No. 55, I will drop you a few lines, and inform the brothers that we are still on deck, and sailing with full canvas and a smooth sea. Our Division is prospering even more than we have ever thought it could, but then brothers you must remember we have one of the best of captains and first mate we think any Division of the Order has. Our worthy C. C., E. Burdette Coman, and our worthy and genial Secretary and Treasurer, Jud Holl, to say nothing of our old veterans, such as F. C. Achtenacht, James Laughlin, F. G. Fisher, and many others whom I have no room to name; with such members as these any Division must grow. Kaw Valley Division No. 55 now has about 240 members, with new applications coming in every meeting, and I wish every brother of our Order would remember that the success of his Division depends on his attendance and support; and my experience is, that the more interest we take in our noble Order, and the oftener we visit our own Division, the more we want to be present at every meeting. You not only benefit yourself, but give to your officers confidence in themselves, so that your Division will increase in membership and knowledge, and will soon be second to none; and brothers, I would like to say a word for our worthy Grand Chief Conductor and Grand Secretary and Treasurer Brothers. It was,

while on a business trip to Chicago, that I had the pleasure to spend three days with our worthy Grand Officers at their office at 115 Dearborn street, Chicago, and I can tell you one thing, my tongue was turned loose, and I don't think Bro. Wheaton and Daniels had much else to do, but answer questions which they were only glad to do; and here, my brothers, let me give you an insight into the work of Bros. Wheaton and Daniels, and when any brother thinks for one moment that some invitation has been slighted, or some matters pertaining to his Division have been neglected, step on the first train and start for Chicago, and you will find on your arrival there that it has not been neglected. Neither has any Division been slighted, but when you come to compare dates you will find Bros. Wheaton and Daniels engaged in the work at some other point. I found, on comparing invitations to Bro. Wheaton to attend annual balls, there were two or three of the same dates, who would not take no for an answer when, brothers, you can see for yourself, it was impossible for him to attend a ball at two places in one night. From October to February Bro. Wheaton had only spent about eight days in his office, but had been continually engaged in the work for the Order. Now, brothers, in the future, let us all stop and remember there are one hundred and ninety Divisions in our Order, who all have their wants and require the attention of our worthy Grand Chief, and in conclusion, let me say, without any flattery, that the Order of Railway Conductors has two of the most efficient and gentlemanly Grand Officers of any order or association in any country, and may God bless and prosper our worthy Bros. C. S. Wheaton and Wm. P. Daniels, and my prayer is, that each brother will do all he can to support and help them in their work. Brothers, always remember that you are always welcome at Kaw Valley Div. No. 55, and we shall be glad to see all visiting brothers, as I have yet to hear from a good many Divisions through our magazine. I would like to have every Division come to front with something.

Yours truly in P. F.,

E. P. SULLIVAN.

EDITOR MONTHLY:—I have never seen any communication from Division 179, so I thought I would send you a few words about them:

Division 179 has about thirty members. All of the charter members withdrew from Emporia No. 11, so as to have a Division in Topeka as the most of their lay over was in Topeka. Our Division is prospering; we have taken in several new members, and two or three applications are in.

The boys on the Santa Fe have had a hard time of it this winter bucking snow—the road never experienced such a hard time before. Some of the passenger crews were snowed in from three to six days at a time, but the officers always had the trains at eating stations, and would not start them out until they knew they could reach an other one.

Both freight and passenger business is rushing on the Santa Fe now. The cut rates to California is what causes it. We have three passenger trains a day each way over the road, and four days out of the week they are double headers or two sections; there seem to be about as many people going East as West.

We have on the day passenger runs—Sam. Black, A. D. Fulton, H. M. Marshall, H. R. Brady, J. M. Hallett, and J. W. Mallory; on the night run—J. C. Weeks, E. E. Ives, and C. W. Avery. J. C. Corcoran and H. J. O'Brien are on the Atchison run.

Bro. Corcoran, who has been sick almost a year, just went to work about a week ago. The boys all hope he will be able to keep at work. Bro. O'Brien's health is not very good; has to lay off quite often.

We have had a change in officers here: Mr. C. W. Smith has been appointed First Vice-President and General Manager; Mr. D. J. Chase, Superintendent of Eastern division, promoted to Superintendent of Transportation of the entire line; Mr. C. L. Nichols,

Trainmaster, promoted to Assistant Superintendent, and Mr. Geo. Merritt, Train Dispatcher, promoted to Trainmaster. The boys think they have the best set of officers that ever run a road.

The switchmen's strike stopped freight business for three days, but it was settled satisfactorily to the men, and the yardmen have all they can do the present rush of business.

Bro. Beale, our Chief, has gone home on a leave of absence. Beale and Beacon are doing the extra passenger work. Well, I must close.

Yours truly,

FRITZ.

CRESTON, IOWA, March 17, 1886.

EDITOR MONTHLY:—We have searched carefully the pages of the late numbers of the MONTHLY for something from Creston Division No. 21, but so far have failed. I believe a correspondent was chosen at the last election of Division officers, but for some reason he fails to do his duty. Our Division is in a very flourishing condition, and with such old veterans of the Order as Bros. C. A. Staunchfield, Allen Potter, H. S. Storrs, J. R. Hawkins, G. M. Loughridge and D. B. Cowles at the head of the Division, success should always attend us.

Our first year's experience with our Division Relief Fund, for the relief of members who are disabled from duty, has proven a decided success. We paid out \$850 the first year, but we are not discouraged, and we recommend it to Divisions as the best possible way of regulating the relief of members disabled by accident or sickness.

We are glad to see the continued prosperity of the MONTHLY, and think it is the duty of every member of the Order to give it his support. We are also pleased to see the increase in membership of the insurance. We have a great many members of other Divisions employed here, and they meet with us when possible. Among them are Bros. Rutherford of Division 79; Hughes of Division 83; Cole of Division 95; Wright of Division 49; Cessford of Division —; Peavey of Division 22, and Shaw of Division 66, who are regular visitors and earnest workers.

Bro. G. Munson Loughridge holds his head high since he became a member of the Grand Division, and in order to be on hand promptly at Division meetings has moved his bedroom adjoining the Division room. There are also rumors of his becoming a Benedict.

Employees of this company are watching the great struggle between the Knights of Labor and the Missouri Pacific system. Let the result be what it may, every one agrees that the trouble was uncalled for, and cannot possibly be of any benefit to laboring men.

We are initiating new members every meeting and they are all good men. Divisions should not be in too great a hurry to increase their membership; better have one good member than ten who take no interest in the work.

Yours in P. F.,

"SENIOR."

RICHMOND, VA., April 6, 1886.

EDITOR MONTHLY:—Please allow me space in your valuable MONTHLY for a small item.

At a special meeting of Richmond Div. 152 held at their hall Sunday, March 14, at 2 o'clock P. M., for the purpose of electing a Secretary and Treasurer and Junior Conductor, the following officers were elected and installed in due form: Bro. A. J. Blanton, Secretary and Treasurer; Bro. A. C. Anthony, Junior Conductor. We have recently had the

pleasure of meeting with our Grand Chief Conductor at Ford's Hotel on the evening of March 18. We did not expect him until the 17th or 18th, but he reached Richmond on the night of the 16th. We visited Ford's and Exchange Hotels early on morning of 18th, but we were sadly disappointed not to find him registered on 17th or 18th, knowing he would be in Alexandria on the 16th; did not expect him here before the night of 17th or morning of 18th. We visited all hotels and depots in city, but could hear nothing of arrival of our Grand Chief Conductor. A good many of the boys were at the Division room waiting his arrival, when a note from Bro. Wheaton addressed to me at my house, which was hastily forwarded to the Division room by my wife, informing us that he was at Ford's Hotel sick, Bro. J. B. Herndon, T. N. Dickson, A. J. Blanton, J. L. Pettus, J. K. Michie, A. T. Lane, W. G. Woody, A. C. Smith and myself at once repaired to Ford's Hotel and visited Bro. Wheaton at his room, and we found him very unwell, so much so that he was unable to visit our lodge room. We confidently expected to have Bro. Wheaton visit our lodge, and had arranged after lodge closed to take Bro. Wheaton around the city sight seeing, and to have a grand, good time generally. We had called a special meeting for this occasion, and to say we were disappointed at not having Bro. Wheaton with us, does not begin to express it.

Bros Dickson, Pettus and Michie called next day at Bro. Wheaton's room, but found he had left on the 11:40 train North. Notwithstanding Bro. Wheaton's indisposition we had a very pleasant and agreeable visit. The boys were all highly delighted at the manner in which he received us. We hope to have another visit soon from Bro. Wheaton when Richmond Div. 152 will give him a cordial welcome and a jolly, good old Virginia shake. We have not had a visit from any of the Grand Officers since our organization. We would be pleased to have brothers from other Divisions visit us and see what we are doing and how we are working. We have forty members, and four petitions in. We are working hard to get along. I had the pleasure of visiting Blue Ridge Division 184. They are working well, and have splendid meetings. Bro. O. W. Loving is a good talker; he keeps everything lively in the Division. Bro. W. T. Wright, C. C., brings the boys to time, while Bro. F. L. Shaw, S. and T., keeps his pen going in keeping things O. K. for the Division.

Thanking you for your kind treatment of my former communication, and wishing continued prosperity for yourself and MONTHLY,

I am yours truly in P. F.,

G. W. TAYLOR.

LONGVIEW, TEXAS, March 22, 1886.

EDITOR MONTHLY:—On invitation of Palestine Division No. 77, Royal Division No. 51, of Longview, visited their beautiful city and spent Sunday, March 21, in such a way that time with all its troubles, trials and tribulations will never be able to erase from our memory the courtesy shown us. We, eight in number, arrived at Palestine at 7:30 A. M., and were met at the depot by a deputation from No. 77 who escorted us to the International hotel, where everything in the line of refreshments was furnished. At 10 A. M. under the leadership of Bro. Fanning we were taken to the M. E. church, where we listened to a discourse on the habits of Moses, which was enjoyed by all present. After church came room No. 22, and then dinner, after which we repaired to the Division Hall and a meeting that will long be remembered by all was held from 1:30 to 4:30 P. M., and I want to say right here that an easier or smoother working Division I do not think exists; and it all comes from being able to do their work without the use of the Ritual. At 4:30 on going out of the hall we found a string of carriages waiting for us, and were shown over the city, and pleased would be a mild expression; but the brothers of No. 77 know our feelings. After the ride came supper. Then we again repaired to the hall and spent three more hours in exchanging views, which was enjoyed by all. The only thing that happened to disturb us was Bro. S. Proud of Longview getting up and saying that he was Proud of Palestine; but after he had told us what he meant everything moved along again smoothly. After the Division room closed we again repaired to room No. 22, and had a jolly time until the train came to take us home. In conclusion I would in behalf of Royal Division No. 51 say we arrived home safe, and feel that it is a good thing for Divisions to meet and talk, and that we know we are much benefited by our visit.

Yours in P. F.,

J. H. LUTHER,
Per S. PROUD.

RAILWAY.

The Union Pacific Railway Company are having all the frogs and guard rails on the road filled with wooden packing, to prevent switchmen and yardmen from getting their feet caught. This is a very simple and inexpensive safeguard against a trap that yearly catches many victims, and it is most discreditable that so many railway corporations still decline to introduce this element of safety.—*Ex.*

In view of the verdicts occasionally given by "that great bulwark of liberty" the jury, the MONTHLY is not particularly surprised that the railway companies in some of our States do not block their frogs and guard rails. A certain company, to the writer's personal knowledge, made a practice of doing so for some years. A short stub switch was put in at a certain point for a short time only and in this particular instance the frog was not blocked. A brakeman caught his foot and was killed and his executor sued for damages and the jury gave a verdict against the company on the ground that as they were in the habit of blocking their frogs, the brakeman had a right to expect this one would be blocked, and therefore the company were liable, thus leaving the inference that if they had not blocked any of their frogs, they would not have been liable. This may be good law, but it seems to the MONTHLY to be an extremely poor way to induce railway companies to use such appliances.

THE CENTRAL THROW SWITCH.

MR. EDITOR:—Permit me through the columns of your valuable journal to call the attention of its readers, whose name is legion, to the above named "Central Throw Switch," which is applicable to both the stub and split switches. The device consists of suitable angles connected with rods or pipes in the center of the track, attached each to one or more ties, with a slug or nose to each angle, sufficiently high for an inverted frog carried beneath the truck, to pass through when lowered into position, and move to the right or left as indicated by the lever-bar in suitable notches on the engine or car on which it is attached. The lock, or sliding fish plate consists of a bifurcated casting, fitting the web of the rail with spring in the rear, and having rods extending either way to suitable cranks, together with angles as before mentioned. Different distances from the switch, when the switch is to be moved the shoe is set, the crank upsets and holds the lock until the switch is moved, after which the spring crowds the fish plate or lock forward into the rail brought into juxtaposition, and firmly locked. In this

way the switch is governed at an ordinary speed. One or more shoes can be put on a train.

The switch can be governed from the side of the track as before, signals remaining the same.

CENTRAL THROW SWITCH CO.,

Care Dr. J. L. Hoyer,

344 Ontario St., Cleveland, O.

TRAIN ORDERS.

The expression of correspondents on the question of "orders" given on page 185 of the MONTHLY, seems to be very unanimously opposed to the opinion of the MONTHLY, and in consequence thereof we will look into the matter a little farther.

N. A. D. says, "The last order received, supersedes former ones," and we will add, makes null and void all previous orders or parts of orders referring to the same train, and we think the full statement will be admitted by every conductor in America, without hesitation. N. A. D. further says "But when an order is not executed and is made null and void at the same place it was received it brings all former orders into effect, that it related to." This a very broad proposition, and the MONTHLY is not yet prepared to give its assent thereto. In the first place we are unable to understand what difference the place of receiving an order can make with its effect in restoring former orders. In many places there are two or more telegraph offices but a short distance apart. Would the above rule apply where one order was received at the general office, for instance, and the other at the yard office? If so, why; and if not, why not? The position of the MONTHLY is that the last order recalls and makes null and void all former orders to which it in any way relates, and that when an order is once superseded by a later one it can only be placed in force again by a special order and it seems to us that any other understanding is full of danger.

We will, for illustration, omit all reference to train three, as, like the "flowers that bloom in the spring," it has "nothing to do with the case," or the particular point in question. This would make order No. 1 simply to conductors of five and fourteen, and it would read "Train fourteen, Smith and train five, Jones will meet at B."

Orders No. 2 and 3 should be the same, but for experiment let us change the wording of order No. 2 slightly without in the least changing its effect, as follows: "Order No. 1 is now recalled; train five, Jones conductor, and train No. 14, Smith conductor, will meet at A." In this case would order No. 3 still revive No. 1 and make B the meeting point? And, if it would not, why not, as well as in the former case?

Let us place a station between A and B, calling it Q, and order No. 2 read, Trains five and fourteen will meet at Q instead of B, and that upon the arrival of five at Q the conductor finds order No. 3. By the rule stated by N. A. D. the order being received after leaving A would not revive No. 1, and five would consequently run regardless of fourteen, on its card rights. Now, is it probable that the conductor of fourteen would look at the address of the order to determine whether he had a right to run to B to meet five? Most certainly he would not. He would decide as to his rights under the order, without regard to whether it was addressed to five at A or B.

Much more might be said but we prefer to leave it to our correspondents and would like to have the opinion of the conductor who stated the case. An old passenger conductor on the road where the incident occurred says in a private letter to the editor: "Your decision is correct, but as a matter of precaution I would ask for an explanation before passing B," and we are confirmed in our opinion that it was extremely bad dispatching, as it would have taken but a second longer to have avoided all possible chance of misunderstanding by making order No. 3 read as recommended in the *MARCH MONTHLY*, if B was intended for the meeting point.

The facts in the case are as follows: The C. & E. of No. five understood the orders correctly as we believe, the conductor of No. fourteen was uncertain and asked the dispatcher where he was to meet five. The answer was *at B* and the inability of the engine on fourteen to start the train promptly is probably all that prevented a collision. Thus the failure of the dispatcher to add eight words to order No. 3.

F. E. M. thinks that the words "Order No. 1, train 14, Smith conductor, and train No. 5, Jones conductor, will meet at B is void" should have been added to order No. 2. How this would have affected the matter is beyond the comprehension of the *MONTHLY*. "Will meet at A instead of B" certainly changes the meeting point from B to A and makes void so much of Order No. 1 as refers to trains 5 and 14 meeting at B and how the addition of these words or any others could make it any "voider" we can't understand and if the recall of order No. 2, when it consisted of only sixteen words revives order No. 1, would it not have the same effect if it had consisted of thirty-five words? It seems to the *MONTHLY* also, that this correspondent contradicts himself slightly, as he says this would recall order Nos. 1 and 2," and "No. 5, having rights over No. 14, could proceed," and again further on that had he "been in charge of No. 14 he would have run to B regardless of No. 5."

LITTLE ROCK, ARK., March 23, 1886.

EDITOR *MONTHLY*:—In regard to train orders, page 47, January number, I wish to ask brother Petty, of Bowling Green, if he thinks order 308, saying, "No further orders for you at Lang's," is sufficient for him to leave there before engine 29, Smith engineer, arrives.

Respectfully,

JOHN L. TYGARD.

LUDLOW, March 25, '86.

EDITOR MONTHLY:—As you request the opinions of your readers on the subject of the train orders, page 47 of your January number, and having had an experience of twenty years as conductor, I thought I would venture an opinion in the matter. Order 301, reading, "Do not pass Lang's without orders, unless engine 29, Smith engineer, is there," means nothing more nor less than this:

Special west *must* stay at Lang's until engine 29, Smith engineer, arrives there. Order 308 had nothing to do with the movements of the two trains. It was only a notification to C. & E. of special west that the dispatcher had nothing more for them, and after engine 29 arrived they could proceed, as order No. 301 had not been made void. In regard to the next case:

Order No. 3. C. & E., No. 5, at A.
 C. & E. No. 14, at B.

Order No. 2 is void.

{ 13 C. & E. No. 5. }
 { 13 C. & E. No. 14. }

Order No. 3 correct. 11:55 P. M.

X. Y. Z.

This would recall order Nos. 1 and 2, except that train No. 14 will have until 11:55 (eleven fifty-five P. M.) to make B against train No. 3, Robinson, conductor, and No. 5 having rights over train 14, could proceed without orders as against 14. Had the writer been in charge of train 14, he would consider order No. 1 in force after the recalling of order No. 2, and would have run to B regardless of No. 5, unless he had reason to think the conductor of No. 5 understood the order differently, when, as a matter or precaution only, he would ask for information before leaving B. If the dispatcher intended order No. 1 void after recalling order No. 2, Order No. 2, in the writer's mind, should be in this form:

Order No. 2. C. & E. No. 5 at A.
 C. & E. No. 14 at C.

Order No. 1, train 14, Smith conductor, and train No. 5, Jones conductor, will meet at (*B is void.*) Train No. 14, Smith conductor, and train No. 5, Jones conductor, will meet at A.

{ 13 C. & E. No. 5. }
 { 13 C. & E. No. 14. }

Order No. 2 correct. 11:40 P. M.

X. Y. Z.

F. E. M.

GILMORE, Mo., March 25, 1886.

EDITOR MONTHLY:—In your journal for March I notice query regarding train orders. In the first place all trains (3, 5 and 14,) are shown at A. This must be misprint, though. My opinion is that train 14 had

perfect right to go to B for train 5 on order No. 1. Order No. 2 makes the meeting point one station further on at A.

Train 14 ran to B on order No. 1; there received orders to go to A, which were made void by order No. 3. The time, 11:55 P. M. "cuts no figure" at all, when 14 could not make B on it. She waited at C until 3 had passed, then ran to B for No. 5 on order No. 1.

A CONDUCTOR.

[Train No. 14 was at C and the address of orders 1 and 3 should have been C instead of A and B respectively. As the misprint was plainly indicated by the explanation following, no note of the error was made in the April number.—ED.]

MARCH 31, 1886.

EDITOR MONTHLY:—After looking over the order problem my experience induces the belief in my mind that orders 1, 2 and 3 are all right. Have used similar orders many times.

When order 1 was given it annulled the schedule for trains 5 and 14, until executed or made void. When order 2 was given it superseded No. 1 while in force, but order 2 being made void, train 14 had right to use order No. 1, and run to B regardless of train 5.

Yours truly,

SINGLE TRACK.

MARCH 23, 1886.

EDITOR MONTHLY:—In regard to orders to trains 3, 5 and 14 mentioned on page 185 of the March number of the MONTHLY, I would say that order No. 1 sent to trains 3 and 5 at A, and to train No. 14 at C made a meeting-point for trains 5 and 14 at B, and gives train 14 until 11:55 P. M. to make B for No. 3. Dispatcher then gave order No. 2 to train No. 5 at A and train No. 14 at C to meet at A instead of B. Before order No. 2 could be executed he gave the same trains at the same stations order No. 3, making order No. 2 void. The last order received supersedes former ones but when an order is not executed and is made void at the same place it was received, it brings all former orders into effect that it related to.

Order No. 2 changed that part of order No. 1 relating to meeting-point of trains 5 and 14 while it was valid, but after being made void it had nothing whatever to do with order No. 1, and No. 1 was valid as sent just as though Nos. 2 and 3 had not been given; therefore I say train No. 14 had a right to run to B for No. 5, B being a definite meeting-point for Nos. 5 and 14 after order No. 2 is made void.

If train No. 14 could go to B for No. 5 had they had time to make there for No. 3, why could they not go after the arrival of No. 3 at C?

Yours truly,

N. A. D.

ANOTHER ORDER QUESTION.

NEEDLES, CAL., April 1, 1886.

EDITOR MONTHLY:—I see in the March number of the MONTHLY that you express yourself as willing to give your opinion on train orders, etc., and having one that was not understood by conductor and train dispatcher alike, I take the liberty of asking your opinion of the same, and hope to see your understanding of the orders in next number of the MONTHLY, if you can give them space. Would be glad to hear from others through the MONTHLY, if you can give room for them to express their ideas.

To make matters clear, will explain: Will designate division headquarters and dispatcher's office by A; B, C and D as stations west; Z as end of division; conductors by double letters thus, RR; C is the only telegraph office between A and D; B and D are side tracks without agent or operator; wild east EE is a light engine that helped wild west RR to D.

Order No. 572.

A—, March 28, '86.

RR and Engineer }

OO and Engineer } A—, RR will run wild A to D, looking out for wild following. OO will run wild A to Z. RR and EE will run wild D to A, looking out for each other and a wild following, and will meet wild west OO at D. 12 C. O. D.

Div. Supt. Sig.

13 RR }

13 OO }

13 EE }

Order No. 572 O K; 3:35 P. M.

K. K., Dispatcher.

Order No. 574.

A—, March 28, '86.

RR and Engineer }

OO and Engineer }

A—, Two wilds west RR and OO will meet wild east HH at B, and wild east SS at C, and have until (8:20) eight twenty P. M. to make C against No. 2, II conductor. 12 C. O. D.

13 RR }

13 OO }

Order No. 574 O K; 3:40 P. M.

K. K., Dispatcher.

Order No. 576.

A—, March 28, '86.

RR and Engineer }

OO and Engineer }

C—, Wild west RR has until (8:25) eight twenty-five P. M. to make D against No. 2, II conductor, and will meet wild east SS at D instead of C. RR and EE, two wilds east, will run to C ahead of No. 2, and will meet wild west OO at C instead of D. 12 C. O. D.

13 RR }

13 OO }

13 EE }

Order 576 O K; 7:36 P. M.

K. K., Dispatcher.

The question is, What should conductor RR do when he arrives at D?

Has he a right to leave D before wild east SS gets there? The time card rule that covers this case is as follows:

"RULE 65. An order making a definite 'meeting point' is of the following form: 'Train No. —, Conductor —, and Train No. —, Conductor —, will meet at —.' Upon an order of this form the train arriving first at the point named therein will *wait until the other train arrives*, unless the conductor receives another order changing the meeting point."

Conductor RR claimed that he should wait at D until SS wild east arrived. Dispatcher says not. Please give your opinion and oblige.

DESERT.

Most assuredly, in the opinion of the MONTHLY, RR should *not* wait at D for SS to arrive, but should start east just as soon as he could get ready. To make the matter clear, we will eliminate all "the flowers that bloom in the spring" from these orders, and that will leave us as follows—

Order No. 574.

RR and Engineer A:

Meet wild east, SS, at C.

C. O. D.

Order No. 574 O K; 3:35 P. M. K. K., Dispatcher.

Order No. 576.

RR and Engineer C:

Meet wild east, SS, at D instead of C.

C. O. D.

Order No. 575 O. K; 7:36 P. M. K. K., Dispatcher.

Rule 65 is simply an exhibition of needless verbosity which often confuses those interested, and the words beginning with "upon" and ending with "point" should be omitted entirely, as certainly no man who has common sense would deliberately leave D with a west bound train after receiving order No. 566 until SS had arrived there.

In this case, RR had orders to run to D, and when he arrived there he had finished his trip and he was no longer a west bound wild train, and as soon as his order to run to D was fulfilled, rule 65 no longer applied to him. To illustrate, we will suppose that No. 1 is due to arrive at D at 6:00, and that D is a terminal point for that train. That D is also a terminal of No. 2, which is due to leave there at 7:00 in charge of the same conductor that arrives on No. 1. Now we will change the address of orders 574 and 576 to C and E No. 1. No. 1 arrives at D on time and finds that SS is not there, and is not likely to arrive before 9:00. Would this be any reason for No. 2 to wait until 9:00 for SS to arrive? Rule 65 applies in this supposed case just as much as the one cited.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

LXX.

Negligence of Conductor—An Infant Trespasser—Care Required Necessary to Escape Liability.—In this case the son of the appellee, aged seven years, wandered to the depot of the appellant company, and permitted to enter into one of the appellant's cars which stopped five minutes at the depot. The train moved on and the child was carried to the next station where it was put off by the conductor without leaving it in charge of any person, or giving any one instruction concerning him. The child wandered casually upon the track, and was endeavoring to walk back home when he was overtaken and killed by a freight train.

Held, That the company was not in fault for allowing the child to get on the train, as it had no opportunity to know that he had no right to take passage.

Held, that where the trespasser is an infant, the railway company on the one hand is bound to exercise a higher degree of care and caution than is required as to adults, and the infant on the other hand, is not required to exercise a discretion and prudence beyond its years, but only that measure of sense and judgment which may reasonably be expected to possess in view of its age.

Held, That the conductor was bound to use much greater care respecting an infant seven years of age than he would for an older person; that the care used by him in this case was not such as was his duty to exercise, and those in charge of the freight train were also negligent in not stopping it when they could have done so. The company therefore, is liable, and the judgment is affirmed.

I. P. & C. R'y Co., v. Pitzer Ind., S. C., April 16, 1886.

NOTE.—Conductors in charge of railway trains have many perplexing and annoying subjects to deal with. Here the negligence of the conductor, and the negligence of the freight men are charged against the company, and on account of the tender age of the child, all contributory negligence on its part is excluded. The age and accountability of the passenger is an important element to be considered in determining whether the person who injured him was negligent as well as in determining whether the child was guilty of contributory negligence. The rule applied by the court in this case is, that conductors and train men are bound to exercise a much higher degree of care where they have accepted as passengers, such persons as infants, intoxicated or imbecile persons, the lame, sick or others who may be dependent. This is a deviation, however, from the rule declared by the same court in the case of *McClelland v. R'y Co.*, heretofore reported in this journal, where a drunken man was carried beyond his station, and refusing to pay further fare was removed from the train and placed a short distance from the track. He subsequently aroused from his stupor, and wandering back upon the track, was killed by a freight train; it was held that there could be no recovery.

In case of *Sevier v. V. & M. R'y Co.*, 61 Miss. 8, it was held that a conductor is not bound to wake a sick man who has taken passage upon his train, at his stopping place. The conductor's agreement to arouse the passenger imposes no obligation on the railroad company. Railroad trains are not hospitals, or conductors nurses of sick people. The duties of this officer are important, public, and well-known, and he has no right to encumber himself with the care of a man who is very ill and sleepy too. A person who has to be stirred in order to keep awake, should, before entering a train, provide himself with a stirrer, for he cannot, with justice to the other passengers, impose on the conductor the duty of stirring him up. It is no part of a conductor's duty to shake sleepy men. At stations the human freight is expected to get up and walk out at the right place. The same principle is involved as to dependent passengers where a father refused to pay the fare for his child, though he himself had delivered up his ticket, both were put off; the one the guardian of the dependent trespasser, there can be no recovery.

LXXI.

Train Service—Duty of Engineer—Trespassing Animals.—Where animals are trespassing on a railroad train, the engineer, having sounded the whistle to alarm them, is not bound thereafter to reduce the speed of the train, and in case of loss, the company is not liable. In this case the Court said: "The company was under no legal obligation to reduce the speed of the train, and there is no evidence that the speed was accelerated after the engineer knew that the animals were on the track. The usual and ordinary means adopted to drive animals from the track is the noise of the train, and the sounding of the whistle or bell, and such signals are generally sufficient for that purpose without checking the speed of the train."

(See *Bemis v. Conn. R. Co.*, 42 Vt. 381.)

There is no rule of law that requires a railroad company to do more with a view of avoiding injury to animals trespassing upon its tracks. Where the train men's acts are not wanton and malicious, there can be no recovery.

Boyle v. New York, etc., R'y Co. 39 Hun. 171.

NOTE.—The operations of railroads are largely controlled by statute, and they differ in the various States. In Indiana, Illinois and many other States it is made the duty of railway companies to fence their property, and in case of neglect to do so, animals trespassing upon their right-of-way and killed, the companies are liable.

LXXII.

Train Service—Trespass—Ejecting Passenger on Wrong Train.—The plaintiff was a passenger on the defendant's train, and was ejected from the cars. She had remained on the train at the instance of the conductor as shown in the evidence, when she should have taken another train. The conductor who assumed charge ejected her in a swamp of a river on a dark and cold night, and in a strange country, where none but colored people lived. From a verdict and judgment favorable to plaintiff, the company appealed.

Held, That when a passenger on a train inquires whether he is on the right train, it is the duty of the conductor to examine the ticket of the passenger and make all inquiries so as to enable him to give correct information. Telling a passenger, for answer, to keep her seat is equivalent to saying that the passenger is on the right train.

Held, That a person, who, by mistake, gets on a wrong train, is a passenger on said train, and the relation of carrier and passenger exists between him and the company.

Judgment affirmed.

I. & G. N. R. R. Co. v. Gilbert, Tex. S. C., Jan. '86.

NOTE.—The principle of a high degree of care upon the part of the conductor is also held to be exacted where the fact is known that a female passenger is alone, traveling apparently without a male companion. It is no excuse in this case to say that she did not show him her ticket, and hence he could not tell where she wanted to go. It was his duty under the circumstances to call for, and examine her ticket, and inquire what route she wished to take. It was also the company's duty, said the Court, to immediately return her in safety to the place where she took the wrong train, through fault of the conductor, or at least to leave her at some point where she could be returned by first train.

LXXIII.

Master and Servant—Fellow-Servants—Conductor and Brakeman of Different Trains on Connecting Roads—Liability. The D. & N and S. railroads connected, forming a continuous line. By an arrangement between the two companies a train owned and run by the S. Company went over both roads to a certain point, and back daily, the D. & N. paying the S. Company monthly an agreed price for the service upon its road. The train when on the road of the D. & N. Company was under its general control and governed by its rules, and it had entire control of the hands upon it, but the S. Company was at liberty to use what engine and employ what hands it pleased. The plaintiff was a brakeman on the train, and was injured by a collision with a train, of the D. & N. Company on its own road, caused by the negligence of the conductor of that train.

Held, That the plaintiff was not an employe of the D. & N. Company, and that the conductor of the other train was, therefore, not his fellow-servant.

Judgment in favor of plaintiff affirmed.

Zeigler v. The D. & N. R. R. Co., Conn. S. C., Feb. 17.

LXXIV.

Trainmen's Duty to Persons Coming to Meet Passengers.—A went to the depot to meet his wife early upon a dark and foggy morning. When the train arrived he went into the first sleeper and asked the porter if there was a lady to get off, and was told she might be in the next car. He walked rapidly out of the car, and as he reached the platform of the car, the train suddenly started, and he was thrown off and injured. The wife had left the train and her baggage put off. Passengers had left the train, and those waiting for the train had taken passage. None of the employes of the company had any knowledge that plaintiff had gone on the train, or that he expected to board it at that time, and a brakeman knew that his wife had got off and did not need A's assistance.

Held, That it was not the absolute duty of the company to keep the train standing until he got off; that its duty was relative; and that the company was not liable for the injury.

Griswold v. Chicago, etc., R'y Co., Wis. S. C., Dec. 1885.

LXXV.

Carriers—Ejection of Passenger by Conductor of Connecting Road for Failure to Pay Fare—Payment of Fare to Conductor of Other Road.—Where a traveler, without obtaining a ticket, takes passage on a railroad train to a station beyond the terminus of the road that can be reached only by traveling over a connecting road, pays to the conductor on the first road the fare demanded, which he supposes is the fare to his destination, and the conductor, who had no authority to receive fare except over his own line of road, fails to inform him that the fare paid entitles him to ride to the end of his line only.

Held, That the railroad company will not be liable for damages because of his ejection from the train by the conductor of the connecting road for a refusal or inability to pay the additional fare demanded of him for carriage over such connecting road.

Haggarty v. Flint & P. M. R'y Co., Mich. S. C., March 27, 1886.

LXXVI.

Passengers—Riding on Platform—Statute.—In this case plaintiff and his son took passage on defendant's train. They were late and boarded the cars after they had started, and not finding a seat in the first car, they remained standing on the platform, where the conductor took their fares. The cars soon after left the track, causing a wreck, seriously injuring them. They found in the car several persons occupying two seats, and several instances where people had placed luggage on the seats.

Held, That if there were accommodations in the cars for plaintiff, he could not recover, but that he was not bound to go from one car to the other while the train was in motion, to find a seat; also, that he was not bound to remove luggage from seats, or to apply to passengers or the conductor to do it; and that in consequence of the negligence of the conductor to provide him with a seat, the defendant was liable.

Willis v. Long Island, etc., R'y Co., N. Y., S. C., 34—670.

NOTE.—The fact that the passenger is aware of the terms of the statute is immaterial in such a case, for it confers no privilege upon railroad companies, and the non-conformance of those conditions is sufficient evidence that the statute does not apply. And although there are seats actually unoccupied by passengers, yet if they are filled up with baskets and luggage, or improperly occupied with passengers and their clothing; a passenger is at liberty to retire to the platform, so far as the statute is concerned. It is the duty of the conductor to provide seats without being asked to do so. In the case of *Buel v. N. Y. Central R. R. Co.*, (31 N. Y. 314), where a passenger had taken passage on a car which was moving slowly,

and seeing another train approaching at such a speed as rendered a collision inevitable, jumped from his seat and attempted to escape from the car; and while he was on the platform the collision occurred, and he was seriously injured.

Held, That the plaintiff was not guilty of negligence, and that his being on the platform at the time of the injury was not riding on it, in the sense contemplated by the statute.

LXXVII.

Infant Passengers—Duty of Conductor to Inquire Age—Regulation.—By statute and company regulation, railway companies are bound to carry by certain trains children, under ——— years of age without charge, and are entitled to half fare in respect of all children between certain ages. In this case, a mother carrying in her arms a child of three years and two months old (company and statute regulation being three years of age), took a ticket for herself, but did not take one for her child. In the course of the journey an accident occurred through the negligence of the company, and the child was injured. At the time the mother's ticket was taken up, no question was asked by the conductor as to the age of the child, and there was no intention on her part to defraud the company.

Held, That recovery could be had against the company for the injury which the child had suffered.

Doran v. East River, etc., Co., 3 Lans. 105.

NOTE—The fact that a traveler who ought to pay, has not paid, and does not intend to pay his fare, does not in the absence of actual fraud, deprive him of redress for injuries.

—The MONTHLY has just received information via "grape-vine" telegraph that another member of the Order and the Secretary of a Division has forsaken the lonely ways of a bachelor, and taken unto himself a wife. How is it, Feathergill? The MONTHLY got no cake.

—A popular and well-known passenger conductor who was for many years employed on one of the leading Western trunk roads, was one day asked by a young lady in the course of a conversation, how it was that he was always good-natured and jolly. He replied, "Oh! you are mistaken, I am always Sadd-you-see," to which the response was, "I knew you was a Hebrew but thought you belonged to the other sect; you are Phar-isee," which is why the genial Ed. prides himself above all the rest of us, on his good looks.

—We are in receipt of "Poems by Shandy Maguire," a handsome volume of over 400 pages, written by Mr. Patrick Fennell, a locomotive engineer in the employment of the N. Y. C. Ry., better known to the readers of the MONTHLY and to railway men everywhere as "Shandy Maguire." The author needs no introduction to those who have read the B. L. E. *Journal* for the past few years, and to those who have not, we would say, you cannot do better than to procure a copy of the book and become acquainted. Mr. Fennell is a laboring man, and, like the great majority of the vast army of men engaged in train service, lays no claim to a classical education. His verses are written in plain everyday language, and cannot help but interest, and instruct those who follow the rail. We have as yet had time to give the book but a cursory examination, but feel no hesitation in recommending it from our previous knowledge of Mr. Fennell's work. Most of the book is in a humorous strain, and many of the pieces will afford the reader a hearty laugh, but no one can read "The Dying Peasant," "Only a Tramp," "Little Brown Eyes," and others, without feeling that the world is better for the lives and writing of just such men as Mr. Fennell, and we wish him abundant success. The price of the book in cloth binding is but \$1.50, and it will be sent postpaid on receipt of price. Address Patrick Fennell, 105 Erie st., Oswego, N. Y.

YARDMASTERS' DEPARTMENT.

All communications for this department should be addressed to THE RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn St., Chicago, Ill., until further notice.

The Annual Convention of the Yardmasters' Mutual Benefit Association will be held in St. Paul, Minn., commencing at 10:00 A. M. Tuesday, June 8. All interested please take notice.

PHILADELPHIA, PA., April 7, 1886.

EDITOR MONTHLY:—As another year of the Y. M. M. B. A. is about drawing to a close, perhaps it would be in order for me to give to the readers of the MONTHLY some statistical information in regard to the financial and numerical condition of Division 37, during the seventeen months the above Division has been in existence. We organized Nov. 2, 1884, with a membership of nineteen, and have continued to initiate new members from time to time, until the maximum number reached was seventy-two. At the present writing, the membership in good standing is sixty-seven, four having been dropped from the roll on account of non-payment of assessments, and one being transferred to another Division. Out of this membership, and during the above period, we have forwarded to the G. S. & T. at Indianapolis, on account of official assessments, for deaths, disabilities, etc., the sum of \$942, and for initiation fees, the sum of \$144, making a total of \$1,086, contributed by the members of this Division, for the benefit of the Order during the short time that has elapsed since its organization. I do not think that the above record can be beaten, or even approached by any Division in the Order for the same length of time immediately following its organization. On this record alone, even if we had nothing else to boast of, we will, if you please, carry the banner. Perhaps I might go even further, without fear of contradiction, and say that we are second to no Division in the Order at the present time in the matter of membership and the amount of our contributions. In addition to the above, I might mention that our incidental expenses during the above period have been about \$110, to say nothing of about \$200 more which was expended for the entertainment of the delegates to the last annual convention, which, as you are aware, was held in the "City of Brotherly Love." This makes a grand total of \$1400—an average monthly expenditure of \$80—or a *per capita* expenditure on the basis of seventy members, of \$20.

As the election of delegates to the annual convention takes place at our next meeting, the members are beginning to evince more than the usual interest in the regular meetings. We expect to send to the convention at St. Paul a full delegation, consisting of eight delegates, seven of whom shall be elected by the Division, and one *ex-officio* delegate. These delegates shall go there with an eye single to the interests of Division 37, at the same time not losing sight of the Order at large. Perhaps the first interest, if it does not appear somewhat selfish at first glance, also includes the last. "All are but parts of one stupendous whole," and what affects one member, or one Division, naturally affects the whole body. But over and above this, the members of Division 37 are just selfish enough to think and feel that they have what might be called (looking at the matter from a financial point of view), a "controlling interest." And naturally so. Any one Division, out of a total of sixty-two (which is the number now comprising the Yardmasters' Association), that furnishes one-twentieth of the total receipts for the Order, as well as one-twentieth of the membership, should not deem it incompatible with its dignity to assume for itself a leading position, or to assert that it is entitled to a "controlling interest" in the Order. I do not put the above forth as a plea for recognition from the Order, as our delegates will probably make themselves known and heard at the convention on any question which may arise touching the interests of the organization. We are no mushroom growth, no tropical plant, where

"The place that is blooming and fragrant at night,
Is barren and scentless at morning's first light."

We are rather like the sturdy oak, which, when the storms of adversity blow fierce around it, only strikes its roots deeper into the soil, and spreads its sheltering branches out as a protection for the weary wanderer. Let us hope that the Order, like the oak, will flourish for ages, and spread its protecting arms out until it shall enfold in its social and paternal embrace every yardmaster on this continent. Hoping also, that the ensuing convention will be fruitful of good results, and redound not only to the credit of the delegates who participate in its deliberations, but to the lasting credit and honor of the Order at large, I remain

Truly yours,

"KEYSTONE"

MENTIONS.

—It is with sincere regret that we learn that Bro. J. C. Sheldon, the efficient Secretary of Division No. 56, has had the misfortune to lose the first two fingers of his left hand while making a coupling.

—The union meeting at St. Paul, Sunday, April 18, is reported by those present to have been a grand success. We hope some of our good friends will send an account of it for the next number.

—C. S. Wheaton was taken suddenly ill at Richmond, Va., March 16, and was obliged to cancel his engagements. He was seriously sick for some time, but is now fully recovered and hard at work.

—E. H. Belknap, of Galesburg, Ill., and member of the Executive Committee of the Order of Railway Conductors, spent Thursday in the city. He was the guest of Mr. Hiram Hurty during his stay.

—Division No. 26 gave a "benefit social" on April 5, the proceeds of which were for the benefit of the widow of the late Bro. M. Spangle. We have not learned the result, but hope it was successful.

—Notice of assessments No. 56, 57 and 58 was issued May 1 to all who became members on or before Jan. 25. Members who are interested please take notice, and if you have not received this notice, write to the Secretary.

—W. K. Bellis, Secretary of the U. S. R. R. C. A. A., shed the light of his genial countenance in our sanctum the 20th. He reports good business and general prosperity in their association. Note their ad. and investigate.

—What one cent will do. Send your name and address on a postal card to the M. E. A. Co., 1267 Broadway, New York City, and obtain full particulars of a positive cure for nervous debility, and all sexual weaknesses without medicine.

—The B., C. R. & N. Ry. have lately moved into the new offices recently completed in Cedar Rapids, Iowa, and have issued an invitation for a general reception to the public in their new quarters Thursday, April 22. Sorry the MONTHLY cannot be present.

—C. A. Millard wishes to know the present address of Robert Knox, formerly a conductor on the Erie, afterward on the Northern Central, and later on the Union Pacific. He was a member of an insurance association, the assessments of which have been paid by one of his friends.

—A box of extra fine maple sugar, at least we are informed it was maple sugar, though it is entirely different from the maple sugar we can buy for ten cents a pound here, was received a few days since from Bro. F. J. Gordon, of Division 25. If it was maple sugar it must have been *maple* sugar from which the maple had *not* been omitted. Many thanks, Bro. Frank.

—We are in receipt of an invitation to the second annual reception of Cream City Division No. 66, B. of L. E., and sincerely thank our friends for remembering us, and assure them that if it is possible we will be more than pleased to attend. The Milwaukee engineers do not do anything by halves, and we are satisfied that any who have been the chosen recipients of a card will do well to attend if they can do so.

—C. A. Millard has been confined to his bed for two weeks with rheumatism. Conductor H. Hurty, of the Erie, has been confined to his house the past week with rheumatism.—*Elmira Tidings*. A very singular coincidence certainly: The MONTHLY might

venture a guess as to what law of nature these brothers have violated, but having a wholesome regard for the future physical welfare of its editor will forbear.

—J. W. Heylman, Ralston, Penn., has had the misfortune to lose by fire the following numbers of the MONTHLY, and wishes to procure copies of them—November, 1884, and May, 1885. Any one who has them to spare, please write Mr. Heylman. Bro. W. C. Cross wishes to procure a copy of the first volume of the Conductors' Brotherhood *Journal*, published at Omaha and edited by W. H. Morse. Any one who can give him any information in regard to them, please address him at Burlington, Iowa.

—They all seem to be a little ashamed of it, though why they should be, the MONTHLY cannot conjecture. It is a step they ought to be proud of, and perhaps they are, but they keep very quiet about it until concealment becomes an impossibility. Married, March 24, Bro. A. J. Hume of Division 118, to Miss Maud Dawson, of Wellington, Ill. A. J. had a perfect right to marry Hume he chose, so long as the chosen one did not object, but we think that he ought not to have taken us so by surprise.

—Among the many welcome visitors we recall the faces of Bros. Coman, W. T. Holmes, E. H. Belknap, M. Kent, C. D. Rossiter, F. Hopper, Ed White, J. H. Eicksmann, C. A. Armacost, A. B. Garretson, J. M. Abbott, A. G. White, C. M. Vawter, Geo. H. Stewart, E. B. Feathergill, J. A. Dunham, C. E. Dunn, W. R. McGill, O. H. Ayers, G. F. Lincoln, E. O. Soule, Wes Permar, J. P. Esmay, R. A. McCrae, H. H. Hoyer, L. Wagoner, R. A. Ross, R. M. Cummings, George D. Ball, J. H. Turner, Robt. Chilvers, and not the last to call but the noisiest of all, Thomas Kitten Hughes.

—It is stated on good authority that the information concerning a threatened strike by the passenger and freight conductors on the division of the Southern Pacific Railroad extending from San Antonio to El Paso is a mistake, doubtless growing out of the fact that the freight conductors recently asked to have some matters of detail arranged, which were at once adjusted by Assistant Manager Julius Kruttschnitt. The freight conductors have acted very considerately and in the very best spirit. They have an organization of their own, the rules of which forbid strikes.—*New Orleans Times-Democrat*.

—Milwaukee Division No. 46 hold their first reception Wednesday, May 5, and the MONTHLY is favored with a card requesting the presence of ye scribe. We have attended union meetings at Milwaukee, and have been so treated that our sentiments have always been those of an old gentleman who visiting some friends was given a dinner, and on that occasion was called on for a "speech." Rising to his feet with mouth and hands full, he managed to ejaculate that he was unequal to the occasion, and could not make a speech, but said he, "I'll come agin" and "thems us," 46; we'll "come agin" May 5 if the horoscope don't darken, and the conjunction of the evil planets cast a baleful influence over our unfortunate destiny that will prevent.

—By request, we publish the following:

ASYLUM OF DE MOLAY COMMANDERY, NO. 12, KNIGHTS TEMPLARS, LOUISVILLE, KY.

Sir Knights, Attention, Beware of the Impostor.—We warn you against H. Clay Sale, of this city and State, formerly a member of Excelsior Lodge 258, F. and A. M., also of this Commandery. He is about five feet seven inches high, bright, dark eyes, dark hair and moustache, with cheeks inclined to be rosy; rather slim, erect figure, and weighs about one hundred and thirty-five pounds; a fluent, plausible talker, sailing under many aliases, principally names of members of this Commandery. He is an accomplished swindler—a veteran in deception. *Do not loan him any money, accept any of his drafts, or identify him at the bank*—these being his favorite methods of fraud.

We courteously request the Recorder receiving this to read it to his Commandery, and post the same in a conspicuous place, and if possible, have the subject matter published in the local newspapers as a *news item* for the protection of the craft and the public, providing it can be done without cost. By order of the Commandery,

February 16, 1886.

PHIL. T. ALLIN, Recorder.

—Married, in this city, Thursday afternoon, April 15, 1886, at the residence of the bride's mother, on Austin street, Mr. Alf. Bailey, of Fort Worth, to Miss Sallie W. Harris, Rev. J. G. Browning officiating.

Mr. Bailey is at present a passenger conductor, with headquarters at Fort Worth, but for several years made Marshall his home, during which time he made many warm friends who saw in him noble traits of character and evidences of true manhood that few men possess in greater abundance. The bride, Miss Harris, is a daughter of one of the oldest and best families in Harrison county—a true and affectionate daughter and sister, she can but make a devoted and faithful wife. The couple left for St. Louis and other cities on their bridal tour. The *Messenger* wishes that they may ever be as happy as they are to-day, and as years roll by, may each succeeding one find them bound still closer in affection for each other.

The above is clipped from the *Marshall Messenger*, of Marshall, Tex. If Alf. had sent us a "bid" to the festivities the MONTHLY would have been represented by a present of at least a bright new tin rattle to be placed on file for reference and possible future use. When he gets married next time if he don't give us timely notice, it will occasion trouble. Possibly he will visit our sanctum while on his trip, and we give him fair warning that if he does we are prepared for him. Have engaged a "Bridgeport" band for the "serenade."

The MONTHLY indorses all that the *Messenger* has to say of Bro. Bailey, and congratulates Miss Harris, believing that the future will prove to her, what she undoubtedly thinks now, that once in a great while a conductor can be found who is not the worst man on earth. Knowing Alf. as we do, we are satisfied that all the *Messenger* says of the bride, must of necessity be true, and therefore congratulate him on his choice, and extend to both the best wishes of a host of friends. May they "live long and brosber."

—The "Y. M. C. A. R. R." is not a new candidate for favor and patronage from the traveling public. It is a new title, or at least a new arrangement of the old title of an association, that is, and has for some time past endeavored to benefit railway employes. The transposition is made by the Minneapolis branch which issues a first-class passage ticket with half a dozen coupons good for as many lectures and entertainments, which judging from the subjects selected cannot fail to be interesting. The ticket is issued by Mr. W. R. Bosard, Gen. Passenger Agent, and the following "conditions" are attached:

1st.—In selling this ticket the Y. M. C. A. R. R. is not responsible beyond its own line. The ticket will be honored in any part of the great system of Y. M. C. A. R. R.'s.

2d.—It is subject to such changes in schedules as are deemed necessary to be made by the management.

3d.—It is void if not used.

4th.—The coupons attached hereto entitle the original purchaser of this ticket to all the privileges that are given to any one of this company. Privileges are all first class.

5th.—This ticket is not transferable. It is good only when presented by the original purchaser. The purchaser, however, may, at his option, carry with him one "friend," subject to such restrictions as may be imposed by the company; provided, in all cases, the "friend" be of the opposite sex.

6th.—The name and number of the original purchaser must be given below; otherwise this ticket is void.

7.—The coupons of this ticket will not be received for passage if detached.

8th.—This railroad (Y. M. C. A.) shall not be responsible for damage done to holder. At stations where free lunch is served, holders of this ticket must assume all physicians bills that may be brought by staying too long at stations.

9th.—No baggage carried except such as is necessary for the health and comfort of passengers.

In Memoriam.

"THIS LIFE OF MORTAL BREATH
IS BUT A SUBURB OF THE LIFE ELYSIAN,
WHOSE PORTAL WE CALL DEATH."

Andrews.—Died, March 12, from injuries received while in the discharge of his duty, our esteemed friend and brother, William P. Andrews. Resolutions of regret and esteem were adopted by the Division (St. Louis Division) No. 3, of which the deceased was soon to have become a member.

Ball.—Died at their father's residence, Walnut Ridge, Ark., of scarlet fever, Jan. 28, Willie, aged three years and seven months, and on Feb. 18, Austin, aged four months, and also on March 14, Ella, aged two years and four months, children of Bro. Austin Ball, of Little Rock Division 131. Scarcely are we called upon to pass through such a deep affliction, as Bro. Ball and wife have been called to pass through in the loss of all their children in the short space of two months. Would it be strange that the stricken parents see no silver lining behind the clouds?

Gone to the grave are our loved ones;
Gone to their home far away.

At our last regular meeting of Division 131 suitable resolutions were adopted.

Craig.—The funeral service of James R. Craig, brother of Bro. A. S. Craig, Rock Island Div. 106, was held March 21 at Crawfordsville, Iowa. There was a large attendance. Special trains coming from Eldora and Rock Island to Washington over the C., R. I. & P. Ry., then a special was run over B. & W. Ry. from Washington to Crawfordsville. Much praise is due to Train Master White, of the C., R. I. & P. Ry., and Superintendent Edger, Conductor Hopkins and crew of the B. & W. for specials for transportation of friends to the services.

The remains were taken from the train at Crawfordsville to the church where an able discourse was given by Rev. J. H. Elliott. Several beautiful emblems of flowers were presented, all of which were appropriate. The remains were taken to the cemetery, the roads being in such a condition as not to admit of many going to see and perform the last funeral rites.

The deceased was hurt March 8, while performing his duty as brakeman, at Washington, where he died at 1:30 A. M., March 19, leaving many friends to mourn his absence. Though young, he was a man of brilliant abilities and good manners. It has not been my fortune to have met a more promising young man, attentive to duty, respect for age, good mannered, a kind son and an agreeable companion, making many friends among his daily associates. In losing Jimmie, the relatives have lost a dear relative, and those deserving a kind friend, and the only consolation is that everything was done for him while on earth, and that we should try and live in such a manner that we can meet him in the brighter land where there will be no parting.

J. M. D.

Esty.—I regret to have to inform you of the death of our late brother, S. L. Esty, who was killed at Brushton, N. Y., March 29, at 10 P. M., caused by caboose car door hung on rollers sliding and crushing his head against the door casing while in the act of looking out at his train. He was instantly killed. His train broke apart, caused by draw bar pulling out, hanging on forward portion of rear end of train striking against a tie and stopping the rear end instantly, which caused the door to slide, catching his head between the door and casing causing death. Brother Esty was a member of the insurance association, and held certificate No. 288. Suitable resolutions were adopted by the Division.

Glenn.—In memory of little Georgie Glenn, son of John Glenn, an employe of the L. & N. R. R., who died in Bowling Green, Ky., March 27, 1886, aged two years and ten months.

Those sweet little hands we so dearly love,
Disappears with the spirit that soars above
The dear little hands, now cold and white,
Forever on earth removed from our sight.
So quiet and still in death! ah me,
How busy and restless they used to be,
But now they are stilled by death's great blow,
Those dear little hands, we loved them so.

Those dear little hands! we miss them so,
 Through the livelong day where'er we go,
 And throughout the night, how lonely it seems,
 For they wake us not from our fitful dreams.
 We miss them, we miss them, through long weary hours:
 We miss them, as some do the sunshine and flowers,
 Through the day or the night wherever we go,
 We think of the hands that we loved so.

Those dear little hands have gone from us now,
 No more will they rest on my feverish brow,
 No more will they soothe my sorrowful face,
 Nor clasp me again in a childish embrace.
 And now that my forehead grows wrinkled with care,
 Thinking of dear hands that once rested there,
 I hope at God's great and heavenly shrine,
 Those dear little hands to clasp in mine.

Those dear little hands! when our Master shall call,
 We'll welcome the summons that comes to us all;
 When we rise from the sepulchre dark and cold,
 And catch the first glimpse of the city of gold;
 When we look through portals, the great golden gate
 Where the white robed angels so patiently wait;
 Shall we feel, I wonder, among those bright bands,
 The delicate touch of those dear little hands;
 As they reach up and clasp and caress us once more,
 When we meet them again on the beautiful shore,
 Where our dear little cherub immortalized stands,
 And welcomes us there with *those dear little hands*.

JOHN AND ELVIRA GLENN.

Garretson.—The sad news of the death of Nathan Garretson, the aged father of our esteemed Bro. A. B. Garretson, has just been received. Mr. Garretson departed this life in his eighty-sixth year on the 26th day of March, at his home in Osceola, Iowa.

Bro. Garretson was called there in the early part of the month and remained a constant watcher at his father's bedside until relieved by the grim reaper death. The conductors and his many friends here deeply sympathize with the family in their parental bereavement.

C. H. L.

Newell.—Mrs. F. Newell, wife of Bro. Frank Newell, of Providence Division No. 151. The usual resolutions were adopted by the Division.

Paisley.—Death once more makes its appearance in the family circle of Bro. Andrew Paisley, whose little daughter Mamie died April 6, aged three years, ten months and six days, residing in Warren, Ohio. Bro. Andy has the sympathy of all brothers of No. 73.

Scanlan.—Died March 15, James Scanlan, a worthy and esteemed member of Division No. 17, Y. M. M. B. A. The Division, at a special meeting called for that purpose, adopted suitable resolutions of regret and sympathy, and in token of respect ordered that the charter be draped for thirty days.

Williams.—Our Assistant Chief Conductor, Bro. J. D. Williams and wife, whom to know is to love and respect, have been called to pass under the rod in the loss of two of their little ones, Hattie A., on Feb. 24, aged seven months and two days, and Daisy A., on Feb. 28, aged four years, eight months and three days, both of whooping cough and lung fever. The members of Centralia Division No. 112, O. R. C., and the hosts of friends here desire through the journal to express to our brother and family our sympathy in this their great trial.

Death should come
 Gently to one of gentle mould like thee,
 As light winds wandering through groves of bloom,
 Detach the delicate blossoms from the tree,
 Close thy sweet eyes calmly, and without pain,
 And we will trust in God to see thee yet again.

—BRYANT.

CHICAGO, ILL., Feb. 11, 1886.

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3-8

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.
Assistant Grand Chief Conductor.—EDMUND COMAN, Kansas City, Mo.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.
Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, Quincy, Ill.
Grand Inside Sentinel.—CHAS. W. EVARTS, Meadville, Pa.
Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.
HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.
ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.
WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.
W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOSEPH H. KIMBALL, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stendt's hall, over 193 E. Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2330 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 2:00 p. m., in Ghio hall, corner 9th and Pine Sts.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas., Frank M. Chapman, box 87. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Retallick, box 2472. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 154 Travis st.; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., O. Sackett, Lock Box 6, Avon, N. Y.; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin, lock box 1060. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa. Sec., P. F. Duffy, 1602 Price st., W. Scranton, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martan, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 53 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcy st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in I. O. O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia.** C. C., S. W. Derrick; Sec., C. H. Matthews. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, Watertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon. Meets 1st and 3d Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, lock box 622. Meets every Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., A. Chapman, Sec., W. C. Wright, box 634. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C., B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., L. German, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 West Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 2 p. m., commencing Feb. 21, '86, in A. O. U. W. hall, corner E. 6th and Locust sts.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4547 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 263 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 384 Cass st.; Sec., A. L. Vannanman, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierre, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Never sink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garrettson, box 306; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Apgar, box 233, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 7, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, Quaker st., Schenectady Co., N. Y. Meets 1st and 3d Mondays at 8:00 p. m., Miller's hall, No. 15 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 514 S. Rusk st.; Sec., J. W. Housel, box 365. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., A. E. Gaylor, No. 200 South Ninth st. Meets 1st and 3d Sundays in each month, 10 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, Portage, Wis.; Sec., Geo. J. Johnson, box 282. Meets every Sunday in each month, at 2:30 p. m., Koop's hall.
- Leflett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 7th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Fireman's hall.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st.; Sec. and Treas., Chas. A. Hall, 511 E. North st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Wm. T. Price, box 219. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Carr, box 968, Freeport, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, West Farnham P. Q.** C. C., J. S. Hardy; Sec. J. P. Whitney.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Parker; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 434 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 33; Sec., Alex. Fulton. Meets 2d and 4th Sundays in each month at 11 a. m.
- Artec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., E. Valentine, Jr., box 336. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Turtle Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday and 3d Sunday of each month at 1:30 p. m., cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 1162; Sec., C. D. Rossetter, box 767. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. Johnsten; Sec., Chas. Wimssett, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Sundays in each month at 2 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., A. W. Glenn, box 462. Meets 2d and 4th Sundays in each month at 2 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co. New York.** C. C., A. H. Corwin, box 834; Sec. and Treas., G. T. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st.; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 570. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 352½ Dryads st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallion, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.

- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C. Henderson; Sec. and Treas., B. G. Warthen, box 1318.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 267. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Brush st.; Sec., Wm. H. Dynes, 1116 Wood st., West Oakland. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th st. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Janville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 537; Sec. and Treas., Wm. E. Finch, Box 129. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st., at Pythian hall, 176 Tremont st.
- Wahsatch Div. No. 124, Ogden, Utah.** C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., R. J. Mantz, 517 Pine st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 2:30 p. m., in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., James Kittle, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., F. W. Adams. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 233; Sec. and Treas., M. L. Blanton. Meet 2d and 4th Saturday in each month, at 9 a. m., No. 53 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., and 2d and 4th Monday at 7:30 p. m., in each month, in Red Men's hall.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson, box 434; Sec. and Treas., Wm. A. Mills, box 183. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1314 Pennsylvania ave.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., John Connor; Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Chosen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 33 Pritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.

- Ira C. Sherry Div. No. 147, Easton, Pa. C. C.,** Thomas Callahan 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris,** box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m., in I. O. O. F. hall.
- Kinsaid Div. No. 150, Utica, N. Y. C. C., John M. Evans,** 14 Broadway; Sec. and Treas., C. T. King, 2 Genessee st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, E. I. C. C.,** Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va. C. C.,** G. W. Taylor, 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** Wilson Marsden; Sec. and Treas., E. H. Blakeslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.,** W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,** H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, box 159. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.,** Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C.,** W. R. Mooney, care B. & L. R'y; Sec. and Treas., C. F. Hammond, "Old Colony R'y." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,** W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.,** J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.,** Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C.,** C. F. Brown; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham,** 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa. C. C.,** J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C.,** J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C.,** A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1351. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, Newark, Ohio. C. C.,** Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y. C. C.,** D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 41 West 9th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C.,** A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C.,** S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Franklin Hall 1st and 3d Sunday each month, at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C.,** E. G. Blaisdell, W. J. R'y depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C.,** T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughty, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C.,** W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb. C. C.,** Geo. J. Dwinell; Sec. and Treas., T. S. Heck.
- Thayer Div. No. 174, Thayer, Missouri. C. C.,** P. Fowler; Sec. and Treas., J. B. Stanton. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C.,** T. P. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Ripley, Tenn. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C.,** Robert Richardson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C.,** R. A. McCrae, 236 Juniatta st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C.,** W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, 56 N. St. Louis st. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C.,** William Beales, box 351; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C.,** J. H. Latimer, 34 Pulliam st.; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts. at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O. C. C.,** Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C.,** J. McKain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C.,** S. M. Taylor, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

Blue Ridge Div. No. 184, Charlottesville, Va. C. C., W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.

Selma Div. No. 185, Selma, Ala. C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

Birmingham Div. 186, Birmingham, Ala. C. C., J. T. Alexander, box 682; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.

Sunbury Div. No. 187, Sunbury, Penn. C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C., T. C. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

Frontier Div. No. 189, Point Edward, Ont. C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.

Grafton Div. No. 190, Grafton, W. Va. C. C., Thos. S. Flannigan; Sec. and Treas., T. A. Bradford. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.

Yellowstone Div. No. 191, Billings, Montana. C. C., W. S. Becker; Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.

East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., J. R. Osborn. Meets 1st Sunday afternoon of each month.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

President.—JAMES C. CAMPBELL, Pennsylvania R'y, Derry, Pa.
First Vice-President.—W. J. KENNEY, Illinois Central R'y, Cairo, Ill.
Second Vice-President.—E. M. CARTER, Wilmington, Delaware.
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EXECUTIVE COMMITTEE.

JOHN Q. HICKS, C., I. St. L. R'y, Indianapolis, Ind.
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 GEORGE J. JOHNSON, C. M. & St. P. R'y, La Crosse, Wis.
 WILLIAM BLOW, Grand Trunk Railway, Windsor, Ontario.

Indianapolis Div. No. 1, Indianapolis, Ind. Jos. Averill, Pres.; Hugh S. Curley, Sec. Meets 1st Saturday night in the month.

Buffalo Div. No. 2, Buffalo, N. Y. Melvin Ehle, Pres.; Jas. M. Barrett, Sec.

St. Louis Div. No. 3, St. Louis, Mo. Chas. J. Wendling, Pres.; Jos. B. Nitchman, Sec.

Cleveland Div. No. 4, Cleveland, O. Alex. Bruce, Pres.; D. M. Alvord, Sec. Meets first Wednesday night in the month.

Cincinnati Div. No. 5, Cincinnati, O. Robert F. Marshall, Pres.; Albert Snell, Sec.

Leavenworth Div. No. 6, Leavenworth, Kansas. James Howard, Pres.; Henry Parsons, Sec.

Louisville Div. No. 7, Louisville, Ky. S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

Denver Div. No. 8, Denver, Col. Harry Buckhorn, Pres.; J. J. Bresnahan, Sec. Meets 1st and 3d Saturdays in each month in Division Room, Union Depot.

Rome Div. No. 9, Rome, N. Y. William Cooper, Pres.; H. S. Graves, Sec.

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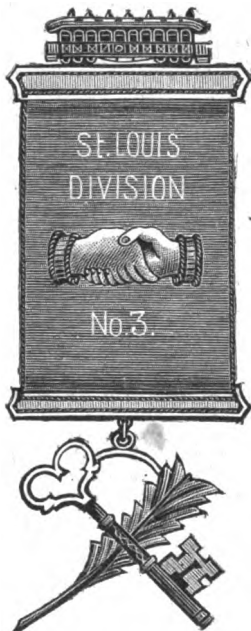
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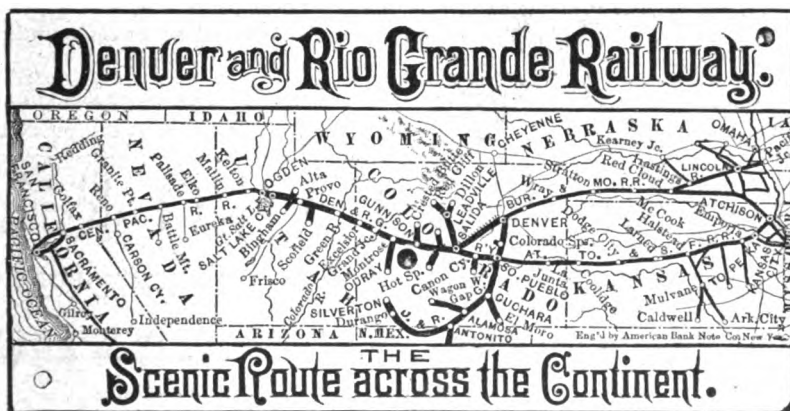
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Without Change.

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By elegance of its equipment and its perfect roadbed.

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NO CHANGE OF CARS BETWEEN NEW YORK, CLEVELAND, CHICAGO,
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A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and Southwest.

The Great Rock Island Route

Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air-brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

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Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of Interior Dakota.

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kakee, has been opened between Cincinnati, Indianapolis and Lafayette, and Council Bluffs, Kansas City, Minneapolis and St. Paul and intermediate points.

For detailed information see Maps and Folders, obtainable, as well as tickets, at all principal Ticket Offices in the United States and Canada; or by addressing

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CHICAGO.

100 Railway Conductors' Cards (designs worked in colors) with your name, address and order, \$1.00, 50 for 60 cents. **Agents Wanted.** Samples free. Specimen book containing 50 designs of different societies, sent on receipt of 15 cts. **LAWRENCE & PHELPS,** Toledo, O.
Mention this paper.

3-7

BY ALL ODDS

—THE—

**Best Equipped Railroad
in the World.**

Chicago & Northwestern Railway

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to and from California and Colorado. It also operates the best route and short line between

Chicago, St. Paul and Minneapolis.

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Among a few of the many points of superiority enjoyed by the patrons of this road are its *Day Coaches*, which are the finest that human art and ingenuity can create. Its *Palatial Sleeping Cars*, which are models of comfort and elegance; its *Palace Drawing-Room Cars*, which are unsurpassed by any; and its widely celebrated *Northwestern Dining Cars*, the like of which are not run by any other road. In short, it is asserted that *it is the best equipped road in the world.*

All points of interest north, northwest and west of Chicago, business centers, summer resorts and noted hunting and fishing grounds, are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over 400 passenger conductors caring for its millions of patrons. Ask your nearest agent for tickets via this route, and **Take None Other.** All the leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by poorly equipped roads.

For maps, descriptive circulars, summer resort papers, or information not obtainable at your local office, write to the **General Passenger Agent C. & N. W. Railway,** Chicago, Illinois.



No. 4 Iron Block.

INDIANAPOLIS, IND.

Only Association devoted exclusively to Accidental Insurance among Pass. and Freight Conductors.

No Assessments. Payments cannot exceed \$6.25 per quarter. You know the outside cost. Each class pays its own risk. Every member being an agent, is the cause of the rapid growth of our Association. The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list:

CUT THIS OUT.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y,

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is
2. Age.....
3. Address.....
County.....
4. State whether you have a through or accommodation run.
5. Give name of railroad.
6. If extra conductor, state so.
7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to Name in full
- Residence.....
- Whose relationship to me is that of
8. What accident company are you insured in? and give the amount of weekly indemnity.
9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....
Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$32.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$64.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$16.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.50.

S. Brash, I., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and quarterly payment may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

Don't delay, Accidents will happen.

CLASS A.

Passenger Conductors and ex-Passenger Conductors, whose risk is not more hazardous than Passenger Conductors.

\$25.00

Weekly Indemnity.

\$5.000

Death Indemnity.

CLASS B.

Freight Conductors \$15.00

Weekly Indemnity, and \$500 Death Indemnity.

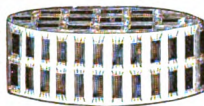
When 1000 members are secured in this class Death Indemnity will be \$1000.

Actual Cost, \$6.25 q'tly. Actual Cost, \$6.25 q'tly.

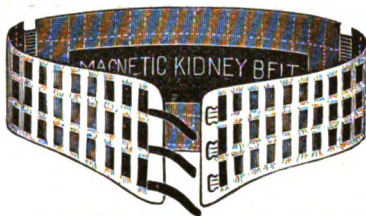
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Magnetic Head Band for same use as Cap, but not quite so powerful.



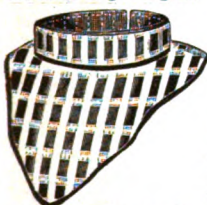
Gent's Magnetic Kidney Belt. Positively cures lame back, weak kidneys, constipation, etc.; will prove it with pleasure to anyone. Best application in the world. No electric shocks. No poisons. No unpleasant sensations.

Magnetic Vest or Jacket for gentlemen. Vest and Corset combined for ladies. Best application for general or nervous debility and constitutional ailments.

Slowly but surely the world progresses. Drugs and poisons are giving way to Magnetism for the treatment of all diseases of a nervous origin, building up a weakened and debilitated constitution, or restoring enfeebled circulation.



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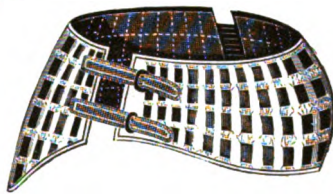
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Magnetic Knee Cap. Death to lameness or stiffness in the knees.



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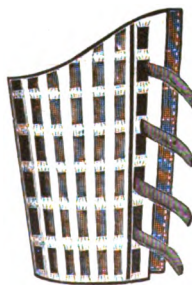


Anklet.



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If there is anything in human testimony, these Garments are no longer experimental. They have passed beyond that stage and become a demonstrated success. The question only is, where can we get the best application? We beg leave to call attention to the fact that we are the ONLY REGULARLY INCORPORATED COMPANY IN THE WORLD, licensed to manufacture Magnetic Garments. Write for Catalogue free; also a valuable practical treatise on restoring and preserving the health, mailed free to any address on receipt of 2 cent stamp. Address,



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Magnetic Mitten

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LEHIGH VALLEY RAILWAY.

DOUBLE TRACK! STEEL RAILS!

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Buffalo and Suspension Bridge to New York and Philadelphia.

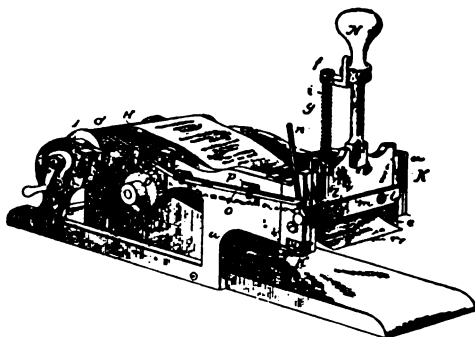
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All trains of the Lehigh Valley run directly into the heart of the City of Philadelphia, (9th and Green Streets Depot), New York terminus, Pennsylvania Railroad Depot, foot of Cortland or Desbrosses Streets. Trains leave Buffalo (Erie R'y Depot) 9.00 a. m.; 4.40 and 10.00 p. m. Returning, leave New York (Pennsylvania R'y Depot), foot of Cortland or Desbrosses Streets at 8.10 a. m.; 3.40 and 7.00 p. m. Leave Philadelphia (P. & R. R. Depot), 9th and Green Streets, at 9.00 a. m.; 4.15 and 8.00 p. m., for all Points in the West, Northwest and Southwest.

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The above cut represents a new and improved device for addressing packages, periodicals, books and small bundles with ease and dispatch. It is so constructed that the label passes over an endless belt, revolving on a roller which is also revolving in a paste box, and furnishes the label strip with paste, the belt carrying the label strip forward to the plunger, which cuts it off and pastes it upon the package, each reverse motion of the plunger bringing forward the next label. It is adjustable to any width required, and acts with ease and perfection.

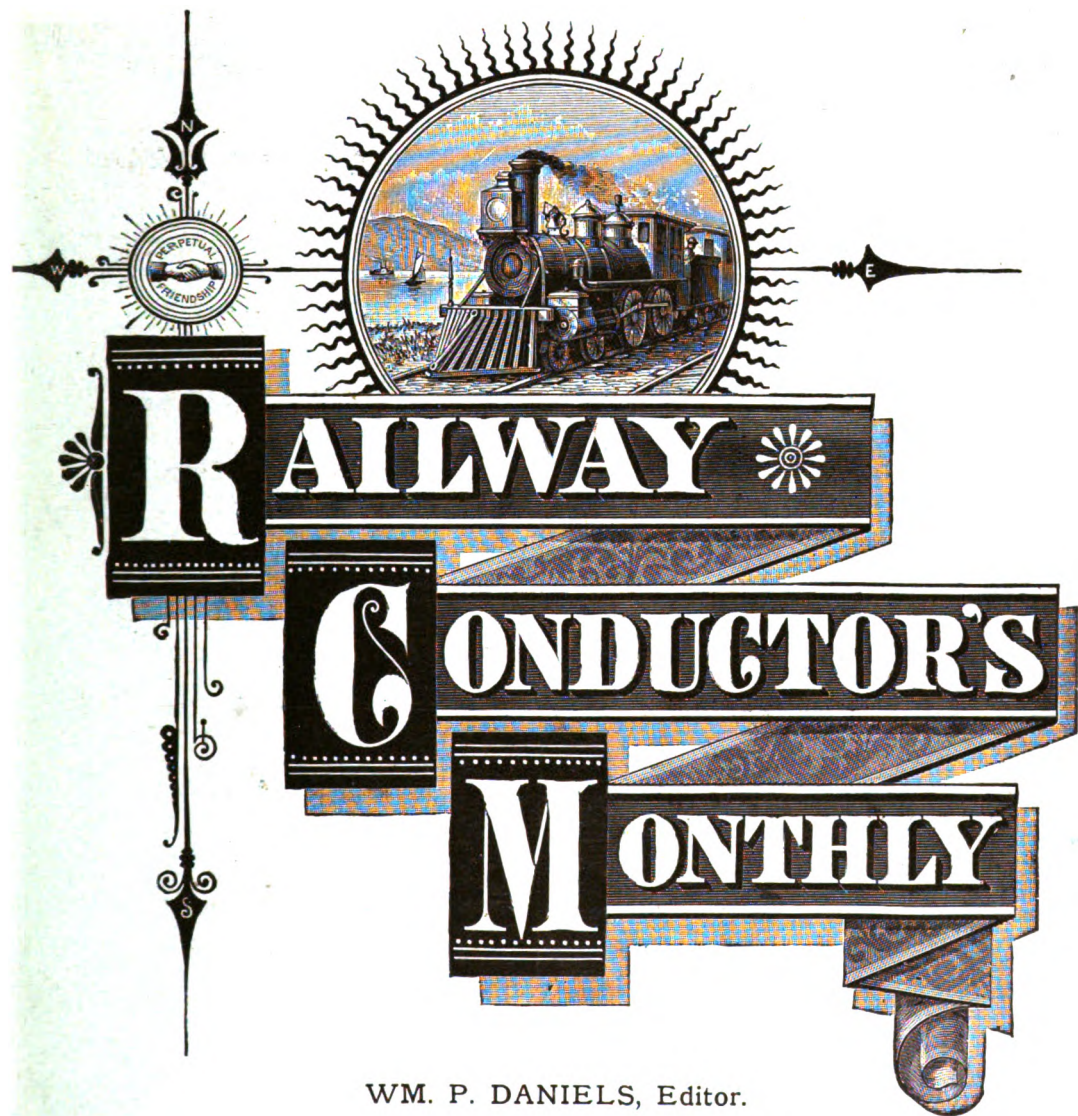
It is the invention of Alphonso LeRoy, of Dunkirk, N. Y., and Benjamin Martignoni, of Westfield, N. Y., said Martignoni assignee to Galen B. Everts, Dunkirk, N. Y. Application filed March 23, 1885. Patent issued Sept. 8, 1885.

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Volume 3.

JUNE, 1888.

Number 6.



WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,
Associate Editors.



ORANGE SACKETT,
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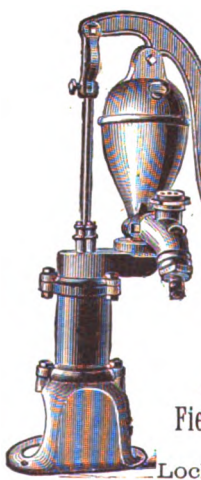
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RAILWAY CONDUCTORS' MONTHLY.

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Secretary.

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TO RAILWAY MEN

As it prints every month a biography of one of the leading American Railway Presidents, accompanied by fine portraits. Among those whose biographies have already appeared are A. B. Andrews, of the Richmond & Danville; W. G. Raoul, of the Georgia Central; Henry Fink, of the East Tennessee, Virginia & Georgia; Hon. Joseph E. Brown, of the Western & Atlantic; Jay Gould, of the Texas & Pacific; and C. P. Huntington, of the Chesapeake & Ohio.

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Copy. The regular price is twenty cents, but mention the fact that you are a railroad conductor, and a reader of this journal, and a copy of *DIXIE* will be sent you free of charge, all postage paid. Don't delay, but send at once. Address,

THE DIXIE CO.,
 ATLANTA, GA.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume III.

CHICAGO, ILL., JUNE 1, 1886.

No. 6.

THE MINISTERS STRIKE.

The Conference had entered the closing day,

All business transacted,
Nothing newly enacted,

The Bishop controlling in the usual way.

Preachers characters "passed"

From first to the last

Satisfactorily all, naught against them to say.

All ministers there to itineracy were broken.

Sometimes stoically,
Always heroically

Going as appointed without sign or token;

They were unsatisfied,
With one accord tried

His will to do since taking his yoke on.

Usually these men looked resigned or reliant,

As with patient faces

They learned of new places,

The Bishop felt sure they all were compliant.

But they expressed,
It must be confessed,

A manner, some foreign, but rather defiant,

Appointments were out when arose Elder Viking

Saying, Bishop, this convention
Would call your attention

To matters we meet, not much to our liking.

For my brothers I protest

They must be redressed

Before we "go out." Said the Bishop, you are "*striking*."

As "strikes" seem to be the craze of the Nation,

To end the suspense

Your statement condense,

Let me know on what "points" you wish "arbitration."

That preachers should "strike,"

Who ever heard the like.

Bless me my brothers! What's your provocation?

In answer each Elder at once took the floor,

Or arose in his place,

And stated their case,

Claiming each preacher there was a "Sower."

Some seed that was sown,

Now already grown,

Was bearing such "fruit" they wanted no more.

Every church has some brother they called "leading,"

Physically strong,

Loquaciously "long,"

Who always was trying, and generally succeeding

In running the "society,"

Against all propriety,

They claim the right of against such seceding.

Another burden of very long standing,

Was the monopolist "prayer,"

And long winded "stayer."

This nuisance could only be stopped by their banding

Very strongly together,
Thus trying whether
He could be suppressed. They were one in
demanding.

Against the general "adviser" they de-
murred,

Who advice freely offered
And no money proffered,
Till the "heart was sick by the hope de-
ferred."

They desired when
He shouted amen,
The privilege of saying "their souls were
not spurred."

Then the "gossiping" sister who retailed
the news

To the incoming pastor,
With a tongue nothing faster,
Could show up the faults of those in the
pews.

They were afraid of,
Because they were made of
Clay like their people. Who between them
could choose?

The "Donation" plan they liked not a bit;
A crowd occupied

Their dwellings, and tried
To see how many things there was within it.
Leaving fragments of pie,
Also cold meat and dry,

For which they must thank them like a
hypocrite.

Thus, Bishop, you see how matters are
shaping,

While about our poor pay
We have nothing to say,
But the evils I mentioned there's a way of
escaping.

You may call it a "strike,"
Anything that you like,
In mourning, you know, there's a difference
in draping.

The Bishop replied, "Your complaints are
most just,"

He had felt "leading" strings
And the gossip's stings,
"Advisers" and "Stayers" he recalled with
disgust.

Still the worst aggravation
Was the "Donation,"
To quench some of them the ministers
must.

I give you full power the first to ignore,
The "Stayer" to smother,
"Cut" the "Advising" brother,
The "gossip" to muzzle, *when you can*, not
before.

In your situation
Endure the "Donation,"
Because, like eternity, they last evermore.
S. E. F.

THE GRAND OBJECT OF MASONRY TO PROMOTE THE HAPPINESS OF THE HUMAN RACE.

From the commencement of the world we may trace the foundation of
Masonry. Ever since symmetry began and harmony displayed her charms
our Order has had a being. Ancient Masonic traditions say, and I think
very justly too, that our science existed before the creation of this globe,
and was diffused amidst the numerous systems with which the grand em-
pyrean of universal space is furnished. The great Architect of the universe
was the founder of Masonry, and it would be the province of bigotry alone
to confine his beneficent revelations to so small a portion of created things
as the limited dimensions of our earth contains. But there existed in infinite

space, numberless worlds before our earth was formed out of chaos, for it would derogate from the attributes of an eternal and self-existing God to conceive that so great and glorious a being had remained inanimate, and in a useless and dormant state until the commencement of our history about five thousand eight hundred years ago.

Although we cannot comprehend the nature of that eternity which existed prior to the creation of our globe, we think the almost imperceptible development of the liberal arts and sciences with and among the ancients; the rapid development of the physical science in this, the nineteenth century, and particularly with the present generation; the efforts put forth by the learned of every land, and the concentration of their powers of mind, to decipher the hieroglyphs upon the Egyptian obelisks and sarcophagii, and present the true cause for the rearing of the pyramids, and the sculpture of the sphynx, have brought to light evidence which enables the Biblical student to establish the authenticity of the Old Testament Scriptures, and to prove the existence of well-organized and well systematized institutions among the ancient Egyptians. There is no science known to man in this "assumably" enlightened age, whether obtained by deductions from past history and experience, or currently conceived in those minds possessing strong inventive powers, that when first presented for public criticism, is not denounced as a valueless theory until actual experience establishes its want. In this light was regarded that period of time prior to man's existence, and in which many important changes in the progress of creation took place.

Dr. Chalmers, who had charge of a very obscure parish in Scotland, first affirmed that the writings of Moses did not fix the antiquity of the globe. The bold lecturer on this occasion was an obscure young man characterized in the small circle in which he moved by the ardor of his temperament and the breadth and originality of his views. He was marked too, by what his sober acquaintances deemed eccentricities of thought and conduct. Within half a century he has brought to his assistance in the importance of the great thought some of the brightest intellects of the Old World. Among those are the venerable Archbishop of Canterbury, Dr. Bird Summers, Professor Sedgwick, Dr. James Hamilton, and others, who all arrived early to the conclusion that the writings of Moses did not fix the antiquity of the globe.

It will be our purpose to show that there existed a period of time prior to man's existence, and that the race or species of animal life which existed from period to period, was in harmony with the growth and development of the arts and sciences with which we have been made acquainted, in the later sphere of scientific and historic research. Our globe is divided into four grand divisions, and these four divisions are sub-divided into nine chapters or periods.

The first is the fossiliferous period, in which order was brought out of chaos. The second is the silurian period, in which the lowest order of life was visible. The third, or old red sand-stone period is that in which animal life may be properly marked as having made its appearance, and from this period we will date animal existence and animal life. In this period fishes were known to exist. The fourth period is the carboniferous period or period of reptiles. The fifth and sixth periods, the permian and triassic are periods in which no material change in the order of animal life took place. The seventh, or Oolitic period is that in which a higher order of animal life appeared, such as birds and mammals. The eighth or cretaceous period is the period of chalk (one of the most useful articles for man's use) and reminds us that as the periods of time pass away, the most useful lessons are taught—that an order of insects should be brought into existence at this period of time, that when extinct, their skulls should form vast mines of chalks, a production from the earth so useful to man, who must come and inhabit the earth. The ninth period is the tertiary period, that in the world's history in which man was created. We cannot particularize upon the different species of animals brought into being, peculiar to the age in which they lived. We have neither time nor space, but that there have existed animals whose size exceeds our most enlarged ideas, and whose form is widely different from any that history gives any account of, and to prove the progression of the world's inhabitants in a direct line of mental improvement, is a theme which would require too much space to elucidate. We have in the eighth and ninth chapters of the earth's subdivision, given an idea of animal progression toward mentality and mental improvement; one or two references to the monsters of past ages must serve for our present purpose. The great winged dragons of the Oolitic, or middle ages, had jaws and teeth of a crocodile, the wings of a bat, and the body and tail of an ordinary mammal, could live in water or on land, and had the power of flying in the air, and, pursuing the fleetest insects in their flight, captured and bore them down. Some of the dragons of the secondary ages were of very considerable size. The wings of one of these monsters, now in possession of Mr. Bowerbank, had a spread of eighteen feet; those more recently discovered, of the green sand, a spread of wings not less than twenty-seven feet. The lammergeyer of the Alps has an extent of wing of but from ten to eleven feet, while that of the condor of the Andes, the largest flying bird known to man, does not exceed twelve feet. The fearfully giant birds of those times, the remains of which still exist, show that they rivaled the largest elephant in height, and more than rivaled him in length and bulk. Judging from what remains it seems not improbable that the reptiles of this oolitic period were quite as numerous individually, and consisted of well nigh as many genera as all the mammals of the present time. The oldest ophibian remains known to the palæon-

tologist are found in the earliest ages of the tertiary division, known as the London clay. These were an order of beings illustrative of extreme degradation and which figures largely in every scheme of mythology, that borrowed through traditional channels from Divine revelation, as a meet representative of man's greatest enemy, the evil one. That this species, which was designed to degenerate man in his primeval state of purity, should not have existed until the commencement of the earth's chapter, which was to usher in man, the last, greatest and noblest work of God, into being, thereby bringing the highest and lowest orders of creation as inhabitants of this earth at the same time and in the same period of the world's existence, is to my mind, proof clear and conclusive that the Divine arrangement had been matured for untold centuries before man came upon this earth. The question may be asked: Why the serpent, the lowest of all God's creations, could not have existed at a period of time preceding the existence of man. The answer may be very readily given. That by the absence of the serpent at that particular period in the world's history, the Divine arrangement would have been imperfect, and the Divine plan improperly executed. From the first appearance of man upon our earth, God has had a chosen people, a people in whom and with whom he has ever been pleased to manifest Himself. The sin of our first parents was visited by a righteous judgment, but He was not unmindful of their future wants, and instructed them in the use of clothing peculiarly adapted to their needs, and from that time to the present moment, the clothing adopted by our first parents has been regarded as an emblem of innocence and purity. When you and I, dear reader, shall stand before the Judge, at the last day, with our robes washed white in the blood of the Lamb, He will be pleased to say, "Well done, thou good and faithful servants."

It was with Enoch that he intrusted the great work of preserving the symbols of Masonry. He endowed him with knowledge, and gave him wisdom to engrave upon the pillar of marble and of brass, to preserve the true principles of science for the benefit of the future world, the former of which he conceived would withstand fire, and the latter water. On these he engraved the elements of the liberal arts and sciences, including Masonry, and also a notification that he had concealed a valuable treasure in the bowels of the earth, which contained the essence and end of Masonry, and was consecrated to the only true and living God. Let him that hath wisdom find it. This mountain was Mount Sinai, as proved from Mountmorris' manuscript, afterward found among a collection of papers in Egypt. Enoch was the second from Adam, and of the blood of Abel, whose offering was accepted, and which brought upon him the punishment of death. The murderer was made to atone for his transgression by producing a substitute to God for his brother whom he had murdered, himself to remain a fugitive and a vagabond in the earth. In a direct lineage from Enoch by David,

after forty-five generations, we realize the fulfillment of the prophecy. To as a child of hope is born, to us a son is given. His name shall be called Wonderful Counsellor the Mighty God, the Everlasting Father, and the Prince of Peace. The scattered arts and sciences as they existed among the ancients were all concentrated, and brought into requisition one thousand and twelve years before Christ, in the building of King Solomon's temple. The place selected for the building of the temple was revealed to David, in his covenant with the God of Jacob. There is no doubt if David had been inspired with a knowledge of the true spot of ground which God had chosen to place His name there, he would have appeared to the God of Abraham, as that patriarch actually worshiped on the very mountain where the temple was afterward erected. David declares, therefore, that it was immediately revealed to him at Ephrata, that the temple should be erected on Mount Moriah, called figuratively the fields of the wood. This was the place where Enoch built his subterranean temple, where Abraham offered Isaac, where it pleased God to substitute a more agreeable victim in his stead, and where David had offered up his prayers to the Almighty to put a stop to the pestilence which raged among his people, as a just punishment for his imprudence in causing them to be numbered, which the Lord accepted, and gave him a token of reconciliation by a fire from heaven, consuming his sacrifice. Having discovered this much longed for secret, he exclaims, "This is the house of the Lord God and this is the altar of the burnt offering for Israel's first chosen," 22d chapter, 1st verse. From this moment he applied with diligence and assiduity to collect materials for the building. When David perceived his end drawing nigh, he assembled the princes of the people, and the chief men of Israel and Judah together and informed them that it was the will of God that Solomon, his son and successor to the throne, should erect a superb edifice as a depository for the Ark of the Covenant. To facilitate the execution of this design he had collected ten thousand talents of gold, one hundred thousand talents of silver, besides an incredible quantity of wood, iron and stone. He at the same time produced drawings and plans of the intended structure, and laid his last imagination on them to assist his son in this great and important undertaking. For the perfection of the plans by Solomon in procuring suitable men to serve as master workmen, I will refer you to first and second Books of Kings. The stones for the building were all hewn square and numbered in the quarries. The timbers were all prepared in the forests of Lebanon. So perfect was the arrangement of the material that no tool of iron was necessary to its erection, and in seven years and five months from the time Solomon commenced his labors in building the temple, they held their first meeting, with King Solomon as their Grand Master. Very little of interest transpired in Masonry from the completion of the temple until its introduction into England by the Druids. Albans, subsequently styled St.

Albans, was their leader, and afterward suffered martyrdom. He was a Mason and the first to give his life for the Christian religion in Britain. The introduction of Masonry into England transpired about A. D. 303. The Roman Governor sent a company of soldiers to apprehend Amphibabus. St. Albans immediately assumed the habit of his guest, presented himself to the officers, and when before the magistrate, behaved with such manly freedom, and so powerfully supported the cause of Christianity and Masonry as to incur the displeasure of the judge, bringing upon himself the punishment of death. The habit worn by St. Albans on this occasion was, according to Walsingham and Thomas Rudburn, found in a chest in the Church of Ely, which was opened under the reign of Edward the Second in 1313, a thousand and ten years after the event, in a perfect state of preservation, and to the astonishment of the king, answered the description given in the Bible of the habit worn by the Jewish High Priest. After the death of St. Albans Masonry sank into a decline for about two hundred and fifty years, until Austin, with about forty more monks, among whom science had been preserved, came into England. Austin was commissioned by Pope Gregory to baptize Ethelbert, King of Kent, who appointed him his first Archbishop of Canterbury. It was under the influence of Austin that architecture took its rise in England. Austin appeared at the head of the fraternity in founding the old Cathedral of Canterbury in 600 and the Cathedral of Rochester in 602, St. Paul's Church, London, 604, St. Paul's, Westminster in 605, with many others. Some brethren who had arrived from France in 680 formed themselves into a lodge under the direction of Bennett of Wirrol, who was soon after appointed by Keurect, King of Persia, inspector of the lodges, and general superintendent of Masons. Masonry continued in a low state during the Heptarchy, a period of nearly one hundred and fifty years, or until the reign of Alfred, in 872, when in the person of that prince it found a zealous protector. Alfred died 900, and Edward succeeded Alfred to the throne. During his reign the Masons continued to hold their lodges under the sanction of Ethred, his sister's husband, and Ethelward, his brother, to whom the care of the fraternity had been intrusted. Ethelward was a prince of great learning and an able architect. He founded the University of Cambridge.

[TO BE CONTINUED.]

The young celibate, now president of Magdalen, is somewhat shy. Recently he kindly asked a number of Freshmen to lunch. Of necessity, the conversation turned on the weather. Quoth the president: "I am very glad we have got a little sun this morning." The "Fresher" replied with alacrity: "Oh, indeed, sir! I was not aware. I trust Mrs. Warren is doing well." Tableau.—*London World*.

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL-
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

"DID YOU NOTICE IT?"

She is plain instead of pretty;
Lacks, perhaps, in winning grace,
And is neither wise nor witty,
And has freckles on her face.

Then, her hair is rather red;
But I tell you, though, that she
Can construct the dandy bread,
So she is the girl for me.—*Tid-Bits.*

AT MY BABY'S GRAVE.

To My Beloved Wife.

O baby, sweet baby, thy presence I miss
Except in sweet dream land (where all is
false bliss)
There I meet thee and greet thee on the
velvety green,
But awake I but weep o'er the joy of my
dream.
The death of my darling hath strengthened
my trust,
And I long to lie down by her side in the
dust,
Where dreams of her presence no more
shall beguile
My soul to false pleasure of seeing her
smile.
Whenever I look at her sweet photograph
It seems I can hear the ring of her laugh—
It seems I can see that blue tint in her eyes
Like encircles the twinkling stars of the
skies.
I never set eyes on a little child now,
Or toy with the locks that hang o'er its
brow
But it kindles a flame of affections of yore
Which burns in my heart to its innermost
core.
When the angel of life bursts the bars of
the tomb,

And my baby looks up from her chamber
of gloom,
To witness the dawn of eternal daylight,
It will seem that she only has slept for a
night.
Should hope prove a falsehood, death eter-
nal sleep
O then I have reason sufficient to weep,
To weep for my baby who's lost from my
sight
In the blackness of darkness of eternal
night.
But a sweet spirit teaches such reason is
vain
For my baby will come back to my bosom
again
And her presence will heal up this wound
in my breast
When we meet face to face in that home of
the blest.
"I would not live away," I dread not the
way
Where corruption shall nurse at the breast
of decay;
For from that sound slumber where dreams
never come
Angels shall wake me and welcome me
home.

When the dew of the morning besprinkles
the plain
And the meadow lark warbles his musical
strain,
I'll lovingly nestle my face in the bloom
Of the roses that grow on my sweet baby's
tomb,
And there in deep silence I'll think of the
past,
My once happy home (too happy to last),
Of my joys and my sorrows, my hopes and
my fears,

And I'll drench the red clover with wine
of my tears.
O sleep, baby sleep, may thy slumbers be
sweet
Neath the green grassy turf where torrent
rains beat,
Though the blue lightnings flash, and the
loud thunders roll,
It disturbs not the peace of my sweet baby's
soul.

JOE CANTHOOK.

June 28, 1885.

A COMEDY OF TWO—WAITING FOR THE TRAIN.

Scene: Pennsylvania railroad station, corner of Broad and Filbert streets, Philadelphia. Ladies' waiting-room. Usual occupants, obliging matron in charge, many small children, anxious mammas, careless nurses, pretty girls, elderly party in southeast corner studying surroundings from behind glasses.

Enter handsome man, curly hair, slightly gray, dark eyes, carries small alligator-skin traveling bag marked with silver letters "H. L. D.," linen shawl-case embroidered with some letters, lady's umbrella, basket of rose-buds.

Following him: Pretty woman, dark-blue eyes, lots of dimples, carrying a book. Seats herself in a working-chair placed directly in front of elderly party in glasses.

Knight of the bag, shawl-strap, etc., places them on the neighboring seat, and says:

"I'll go and telegraph that you missed the train. The next one goes presently. Better wait for it here; it's snowing too fast to go out again."

Lady (thoughtfully)—"I might take a hansom up to B——'s. I left my watch there last week—still, I might be delayed and miss another. I can't think how I happen to blunder so. I am sure Edward said two, and it wanted six minutes of it when I got out of the carriage. Find out how soon I can go, please."

(Knight goes out. Voice of usher in the distance: "Frankford, Holmesburg, Bristol and Trenton.") Lady arranges her skirts, takes fan out of bag, glances casually at E. P., takes three or four roses from basket, fastens them on her dress, leans back and opens book. Knight returns.)

Knight—"The train will not be ready for an hour. You don't mind I hope—(after a pause)—How many years it is since we have traveled together! I was thinking about it while I was waiting for you—"

Lady (quickly)—"Waiting for me?"

Knight—"I mean before you came. This station was not built then, and we used to have such dreadfully long horse-car rides from West Chester to West Philadelphia."

Lady—"You did not think them so dreadfully long then," (the speaker colors slightly and changes the subject.) "I have half promised Ned and Alice to be with them on Christmas day in New York. They go there on Monday."

Knight—"I think you said last night that you were coming back here from Trenton?"

Lady—"Yes, for little Dora Smyth's wedding, Thursday. Isn't it too funny to think that baby is old enough to be married?"

Knight—"Not when I recollect that my nephew Walter has a fine little shaver of his own, my first namesake."

Lady—"You don't say so! Why, I remember he was in knickerbockers when we—whom did he marry?"

Knight—"Grace Biddle, the fair-haired pretty one; they were married in Rome nearly three years ago; the boy is quite a fellow now, has a tooth or two, and is supposed by his parents to say Papa; time moves."

Lady—"Yes, indeed. Why, my boy is taller than I am, and Nelly—"

Knight—"Ah! What is this you're reading? I might have known! Well, what do you think of it? Is it worth wasting time over?"

Lady—"You haven't read 'Mr. Isaacs?' "

Knight—"Not I? I read 'Dr. Claudius' and—"

Lady (eagerly)—"Do tell me what is a Philistine?"

Knight—"Aren't you ashamed to betray such ignorance?"

Lady—"But what is it?"

Knight (solemnly)—"Have you never heard of Matthew Arnold?"

Lady (with assumed petulance)—"I will not be laughed at, Mr.—"

Knight (interrupting)—"Nonsense, Helen, I don't intend to call you 'Mrs.'—anything. When was it that Walter was in knickerbockers?"

Lady (coloring slightly, but smiling)—"Oh, when?—a hundred years ago, when we were young. I should so like to show you my boy and girl, they—"

Knight (interrupting again)—"Don't change the subject so. Helen, 'a hundred years.' What nonsense! Have you quite forgotten 'when we two parted?'"

Lady (very demurely)—"I am sure it wasn't in silence and fear."

Knight—"Well, no! not in silence, most assuredly. What a sharp little tongue you had, Helen!"

Lady (still demurely)—"So glad you used the past tense!"

Knight—"I don't believe you've improved one bit in all these eighteen years. It's incredible, Ellie. When I look at you I can hardly trust my own memory. It can't be more than eighteen years since we two hot-

headed young things, almost on the eve of our wedding-day, quarreled about nothing and made shipwreck of our lives."

Lady (spiritedly)—"I did nothing of the kind. You've no right to say such a thing. I have had the happiest sort of a life. My children are perfect darlings, my husband was the very best man in the world; my only sorrow was—"

Knight—"His death! Exactly. I expected you to say so. Of course, you were sorry about it. You are a good woman, certainly. You mourned for him; but time is a wonderful healer, and you soon outlive your grief."

Lady (rising indignantly)—"You shall not speak to me in such a way; I won't listen to you."

Knight (calmly)—"Sit down, Ellie; I'll apologize; it wasn't soon, but you have outlived it. Why, child, it's the way of the world; one outlives everything. Ellie, how young you are, in spite of your—how many?—years. When you throw up your head in that old way I fancy myself back on your uncle's old porch in Chester; you were a very willful girl, Helen."

Lady (with heightened color)—"I am a very willful woman."

Knight (laughing)—"I haven't the slightest doubt of it, my dear; fortunately, I can manage willfulness—and you—better than I did in my callow days. Seriously, Helen, I have something to say to you. We didn't meet by accident; I was waiting for you, waiting to say it. Your train hadn't gone; I lied to you. Yes, I did; don't look angry; listen and hear the old story. Ellie, answer the old question; I came to-day to ask it."

Lady (hurriedly, glancing about distractedly)—"Oh, hush, hush, do hush! Some one will surely, surely hear you!

(During the last few sentences, elderly party in glasses, torn by the conflicting emotions, feminine sense of honor always weak, feminine love of romance always strong, has alternately fidgeted to proclaim her presence and remained breathless to conceal it. At this appeal, honor triumphs and she heroically and noisily drops her sun-umbrella which Knight picks up and returns with a polite bow. Thus admitted to his confidence, E. P. casts honor to the winds and leaning forward, shamelessly, anxiously, eagerly, sympathizingly, listens!)

Knight (with perfect calm)—"Let any one hear, let the whole world hear—I told you honestly years ago, I repeat it honestly to-day, I love you; Helen, will you be my wife?"

Lady (blushing painfully)—"Tom, you don't know what you are saying, you can't mean it, you can't be serious, you haven't loved me all this time."

Knight (still calmly)—"No, my dear, I haven't."

Lady (indignantly)—"Then why do you ask me to marry you? You only saw me last evening. You hadn't a chance to fall in love with me if you forgot me the minute we parted."

Knight (laughingly)—“Oh, the deliciousness of feminine logic! My darling girl, who said that I forgot you the minute we parted? I haven't gone about the world weeping for you all the time, but believe me most truly, I have loved no other woman. After our foolish, silly little quarrel, and our still more foolish parting, I was miserable.”

Lady—“Why did you rush off to Europe?”

Knight—“Why didn't you stop me? One word would have been enough. I was foolish. If I had stayed in New York we'd have ‘kissed and made up’ in a week.”

Lady—“You must think I was very forgiving. It was all your fault, to begin with.”

Knight—“Granted.”

Lady—“Well, of course, I was silly, and disagreeable, and obstinate. I'm so sorry, Tom; but you went away, and I thought you didn't care, and—”

Knight (drily)—“And a good, stupid, rich old man came along, and—you married him.”

Lady (with dignity)—“Our conversation had better stop. You quite forget you are speaking to a wife of her husband.” (Takes up her book, and begins to read. Knight studies the head of his cane moodily. A long pause.)

Knight—“I suppose you are right about it. I'll try not to offend again. When I look at you I forget—everything. Well, I went to Europe, and if I hadn't been afraid of your laughing at me, I'd have come back on the same steamer.”

Lady—“Oh, Tom, if you only had.”

Knight—“So I wrote you a letter.”

Lady (excitedly)—“Tom, I never got it.”

Knight (composedly)—“I never sent it; the day it would have left father's letter came from New York, telling me of your new betrothal.”

Lady—“You might have saved me.”

Knight—“From marrying the best man in the world? What do you take me for? I had known your most excellent and respectable husband for many years. The same woman could not love him and me. If you intended to marry him without loving him, why it was a poor lookout for him, but that did me no good.”

Lady (pleadingly)—“Tom, I was so very miserable, and he was really very good to me, and—you had left me, Tom.”

Knight—“Helen, you said you never wanted to see my face again. Well, I spent my miserable quarter of an hour, then I braced up, had a charming trip, went everywhere, saw everything, staid four years, came back—cured! Father's death had left me so rich as to be an idler for life. I am an ‘eligible,’ petted, made much of. I've had a good deal of pleasure

out of life. I never quite forgot you, Helen, but I didn't grieve for you any more than I did for Jack. You remember Jack, Ellie?"

Lady (eagerly)—"And how you held me on his back, Tom."

Knight—"And how you screamed when he began to trot."

Lady—"But I hung on; that was the first time I ever saw you."

Knight (looking at her thoughtfully)—"You've changed since then; you wore your hair in a pigtail."

Lady—"Which you and Jim used to pull."

Knight—"You were badly freckled then. I never saw you looking prettier than you do to-day."

Lady (with a pleasant little laugh)—"Absurd. In spite of my 'how many years?' and all?"

Knight—"And all? Now, I suppose I should say that when I heard you had ceased to be 'forbidden fruit,' all the old feelings came back. That was about eight years ago, wasn't it?"

Lady (with a visible but futile attempt to look sad)—"Yes, last February. What did you say?"

Knight—"You won't be angry again? I think I probably said 'Poor old duffer! Well, he wasn't a chicken,' or words to that effect."

Lady (disgustedly)—"Is that the way men talk of each other?"

Knight—"That, I regret to own, is very much the way in which men talk of each other at clubs."

Lady—"Then I wouldn't go so much to clubs."

Knight—"I shall not in the future; I shall only go where I can take you."

Lady (ignoring last remark)—"Were you glad when you heard?"

Knight—"No—not until last winter."

Lady—"Last winter?"

Knight—"You see, Helen, you were a widow with two children. I supposed, of course, you were old and faded."

Lady (indignantly)—"Old! And faded!"

Knight (most abjectly)—"My dearest Ellie, I said supposed, ed; you did not, perhaps, notice the ed? If I had thought it possible you could be so deliciously pretty—(lady blushes most charmingly)—I'd—why, I'd have flown to you!"

Lady—"And last winter?"

Knight—"I saw Jim the other day at the old Philadelphia Club, and he happened to say: 'I met your old flame, Helen, on Thanksgiving, when I was over in New York. She's as pretty as a picture and looks about the same age as her tall boy and girl.' Oddly enough, while that was fresh in my mind I came across a photograph of you in some old traps."

Lady—"Sitting by a window?"

Knight—"No, standing, with your hands behind you, and your head turned."

Lady—"Oh, yes, in a blue silk dress made with a peplum. I had quite forgotten it. I must look awfully old-fashioned; it was one of Sarony's before he was the rage."

Knight—"I stuck it in my glass, and you looked at me so saucily while I shaved that I felt quite young and rather lonesome; there's not much in a man's life when he's over forty, and without a home. I thought it all out, and when Ned told me you were here I made up my mind to call, and if you were—"

Lady—"Not too old and faded."

Knight—"Thanks; I dared not put it so plainly."

Lady—"And if you had found me gray, old and wrinkled—"

Knight—"Gray hair is charming on a woman; wrinkles I do not like."

Lady—"If I had been unattractive to the eye, no matter how good, and sweet, and clever, and loving I might have been, you'd have bowed yourself out. That is a man's honest, unvarnished idea of love."

Knight—"Helen, be merciful, you women are born missionaries; the poorer, sicker, forlorn a man is the more you coddle and love him; but I'm a man, and we are so made as to enjoy bright, healthy, happy, surroundings. It would be hard to give you up now if you broke out all over with wrinkles but last evening—"

Lady (pensively)—"Why do I sit here and listen?"

Knight—"Perhaps because your train isn't made up. (A slight pause.) I shall take you abroad in August."

Lady (sitting suddenly erect and gasping out word) "In——"

Knight (very politely) "August."

Lady (closing and opening her fan nervously) "Tom, you must be crazy. You are joking. Why, the children—and you forget—"

Knight—"Forget the children, oh, no I don't; I only wish I could; but I suppose they are too real to be forgotten."

Lady—"Why, Tom!"

Knight—"What?"

Lady—"Won't you love them?"

Knight—"Them?"

Lady (impatiently) "Yes, them, the children, Fred and Nelly. If I should—I mean if we should—of course it's all nonsense."

Knight—"What's all nonsense?"

Lady—"Well, if we should, wouldn't you love the children?"

Knight—(stolidly) "No."

Lady (horrified) "No?"

Knight—"Now, look here, Helen, be reasonable about this. I'll agree to love you all the days of my life, but when you ask me to love a couple of children I have never seen—children that ought to have been mine and are not, children that will constantly remind me of the very unpleasant fact

that you were for years the wife of another man—I positively refuse to make any such foolish promise. I'll tolerate them in our house when they must be out of that excellent place—school. I'm not a brute, dear. Don't look so grieved; if they are nice children?"

Lady—"They are very nice."

Knight—"Very possibly in time I may, when I forget they are yours, grow fond of them. Now, sweet one, do something for me. Take off your gloves a minute."

Lady—"Here, in the station?"

Knight—"Here in the station. Quick, dear, it's time for your train."

Lady (drawing off gloves slowly and baring two pretty, dimpled white little hands, the right wearing a solitaire diamond ring. She looks wonderingly on Knight) "What in the world—"

Knight—"Now put that Koh-i-noor in your pocket for Nelly and put this in its old place." (Takes from his waistcoat pocket a velvet ring box, somewhat faded, which he lays in lady's lap.)

Lady (whose eyes suddenly fill with tears, opens box and takes out a pearl and sapphire ring)—"My little ring, my dear little ring, after all these years."

Knight—"Put it on."

Lady—"Here now, I can't Tom. You must put it on as—as—you did before."

Knight (rising and standing so as to shield her from the rest of the room)—"No, Helen, dear, you ask too much of me; it is too late for that. From my heart I love you and I believe I can make you happy; but I'm a world-worn man, cynical, unbelieving in most things. I believe in you, my early, only love. I believe you can give me the missed happiness, the lost content, but even you cannot make me young again. As I did then. I had wooed a fresh innocent child with boyish vows and protestations. I put on that ring with my first kiss: it was moonlight and romance, youth and fairyland; you were not eighteen, I just twenty-two. Perhaps this is better; we are wiser now. It is not likely we will again throw aside our happiness without a cause; but you are a widow of thirty-six, I a club man of forty. The summer of our lives is past; there isn't any illusion left us; past mid-day and the sun streams in at the windows, the world, the real world we have found, not created from our dreams, is all about us. Put the ring on Helen, and trust me to keep unbroken vows. You shall never regret—"

Lady (very low and brokenly) "I—but—I—"

Knight—"Have I been too confident—over bold, Ellie? Is the old love all dead? Helen, don't send me from you. I never needed you so much—never loved you so well. Say one word, dearest."

Lady—"Tom!"

Knight (as he slowly drops diamond ring in her lap)—"Put it on, dear."

Lady—"Just let—"

Knight—"Put—it—on!" (Voice of usher in distance: "Frankford, Holmesburg, Bristol and Trenton") "Thanks; here's your train. Telegraph me when to meet you." (Picks up bag, umbrella, shawl-strap and basket of roses. Lady following him with gloves and book. E. P. starts up impulsively, but thinks better of it and sinks back on her seat, beaming benignant and heartfelt congratulations from behind her glasses as they disappear from view.)—*Philadelphia Press.*

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

The time of many of the MONTHLY subscribers expires with this number. If it is desired to continue the subscription, please forward immediately as the MONTHLY is always discontinued when the time expires, and by a prompt renewal you save delay in receiving it. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly. kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

ABUSING THE CONDUCTORS.

HE TALKED TOO MUCH.—“These building associations may be good things,” said a man loafing about the station, “and they may teach a man to save his money, and enable him to get something ahead, and to build a house of his own, but I don’t think I need any building association in mine. A year ago last August I took my present position. I hadn’t a dollar to my name then. Now I have a nice house and lot, all paid for, and money in the bank, and I haven’t been very economical either.”

“And what position do you hold?” inquired a solid-looking man.

“My position? Oh, I’m a conductor on this road. You say you’re in the railroad business too, eh? Conductor?”

“No.”

“Engineer?”

“No.”

“What then?”

“Oh, I’m one of the directors of this company. Your name, please.”—*Peck’s Sun.*

The above is a fair sample of what a journalistic chestnut, who endeavors to be funny, can find to say about an honest and deserving class of men. It is just such mush, or effusion of a spavined intellect, that has brought unjust censure upon railway conductors. Weak jokes perpetrated by played-out humorists have had a tendency to originate that detestable species of vermin known as the railroad “spotter,” who have been hired to shadow conductors and, in absence of any greater proof than suspicion, and with a desire to show their aptitude for their dirty work, have succeeded in securing the discharge of many an honest employe. Conductors are, as a rule, honest men, and, after years of labor, if they succeed in securing a home of their own, or happen to own a gold watch,

they are made the butt of such journalists as the author of the journalistic sewerage known as "Peck's Bad Boy." What is intended for wit in the foregoing paragraph is in reality abuse of the vilest kind, and tends to throw discredit on a deserving and honorable class of public servants. The Brotherhood of Railway Conductors would not tolerate a dishonest member or a thief in its order, and the *Tidings* advises such smut grinders as Peck to come off. Conductors are of a finer strain than played-out humorists, every time.—*Elmira Sunday Tidings*.

We feel proud to know that the *Tidings* has so good an opinion of us, but it is hardly worth while to take the matter so seriously. There are times when some dishonest cur tries to induce a conductor to be dishonest, and in revenge for being made to pay his fare accuses him of theft, and he (the conductor) feels the insult as keenly as any one can, and would give a month's salary for an opportunity to avenge it, but he has long since learned that he is a fair mark for humorists and that he must share honors with the bank cashier. The principal trouble is that he is expected to heartily enjoy such old worn out stories every time some friendly passenger chooses to repeat one, though he has probably heard it something more than a thousand times.

Again, no paper in the United States has given more space to the defense of conductors when occasion required it than *Peck's Sun*, and the "old man" of the *Sun* is too good a friend of conductors to publish anything to injure them. The publication of these squibs won't hurt us, so we give all permission to fire away, but please give us something new and let the "houses and lots, fast horses, marble stairs, pay the conductor so the company won't get the money, keep the two dollars and give the company the ten cents," and others of that class, enjoy a well-earned repose.

PRAISE FROM AN UNEXPECTED QUARTER.

The editor of an Eastern paper that has rather supported the strikers' side of the question during the late troubles, remarked to a prominent member of the Order that the MONTHLY editorials on the strike question were excellent. "We print our paper to sell," said he, "but we know a good thing when we see it." We regret, though, that the above paper leans to what it virtually confesses to be the wrong side, for the sake of popularity.

ORDER OF RAILWAY—TELEGRAPHERS.

We are pleased to see a call for a meeting to organize an association of the railway telegraphers, particularly as they take advanced ground in their declaration of principles; and if they shall organize on those principles instead of following the advice of *The Electrical Age*, we can promise them, not only the support of the MONTHLY, but of the Order, and they can't do better than to borrow a part of our name. We publish herewith their call.

A call has been made by the *Railroad Telegrapher* for a meeting of the knights of the key to meet in this city on the 9th of June next, and form an order called the Order of Railway Telegraphers. To make a beginning, the following platform has been framed:

Believing that intelligent labor is beneficial alike to employer and employe, we, the undersigned, hereby express ourselves in favor of an organization of the Railway Telegraph Operators of North America, the principles of which shall include the following:

1. That the order shall not participate in any labor agitation, or shall not in any way countenance strikes.

2. That no member of this organization shall be permitted to teach the art of telegraphy to any person or persons for a remuneration, and shall only teach those who are regularly employed as assistants and messengers.

3. That we pledge ourselves to do all in our power to promote the interests of our employers by faithful service and efficiency.

4. We pledge ourselves that we will in no manner do anything that shall be a disgrace to ourselves or the fraternity, and that we will at all times bear in mind that we are men intrusted with vast interests, and so show our employers and the public that we are worthy of their confidence.

5. That we will do all in our power to promote the interest of the order, provided the principles adopted are in harmony with the above declarations.

This platform will be printed in circular form and distributed to those who have already sent in their names for registration, with a request that they circulate them among the operators on their various roads, and get as many signers as possible before the Cedar Rapids meeting.

Mr. S. O. Fox, an old-time operator, has agreed to act as temporary secretary until the Cedar Rapids meeting, and will furnish all who desire copies of the platform, and workers in the interest of the order are requested to report to him at once, in order that systematic work can be done. It is urged that those who are interested in promoting this organization get to work at once, and send in their names as being willing to work up their particular division, and commence with an organization a thousand strong.

The call says that there should, at least, be one representative at the Cedar Rapids meeting of each division of all the railroads throughout the Union. All are invited. Those who can attend will please notify the secretary, S. O. Fox, of La Porte City, Iowa, so that proper arrangements can be made for entertainment.

RAILWAY AGENTS' ASSOCIATION.

We are informed that Mr. Merrill, superintendent of the C. B. & Q. Ry., at Creston, Iowa, is opposed to agents on his division becoming members of this Association, and while it is not surprising, in view of the labor agitation and general turmoil of the past few weeks, that all employers of labor should view with suspicion any new organization, we think Mr. Merrill can hardly be well informed in regard to this one, or he would withdraw his objection. So far as our knowledge goes the association is a good one, and should be encouraged by railway officers.

From a long personal acquaintance with Mr. E. L. Hobart, President of the "Iowa Division," we are satisfied that there can be nothing wrong in the Association, and should it depart from the path of right and justice to all, and interfere in the slightest with the rights of others, the Iowa Division will lose its president.

CLERKS AND COLLECTORS.

The Order of Railroad Conductors has indirectly complimented Mr. Hoxie on his position in the Southwestern strike, and Mr. Hoxie in return flatters them by calling them skilled laborers, etc. This is mutually complimentary, but does not help the labor question on one bit. In railroad circles conductors are looked upon as clerks and collectors.

The *Railway News* publishes the above, and for fear we will not find it in our regular exchange, sends us an extra marked copy, just for what reason we are at a loss to know,

and certainly do not care; and, but for the assertion that the position taken by the Order "does not help the labor question" it would not be noticed.

It does not injure the feelings of any conductor to be called a clerk or collector, it does amuse him, however, to see how authoritatively editors of "railway" papers, whose experience in railway service has been confined to riding on a pass, speak for "railroad circles," and decide, off-hand, questions upon which men who have spent their life in active service differ.

The members of the Order of Railway Conductors are egotistical enough to believe that the position taken by them *has* helped the labor question not a little, and that opinion is shared, not only by officers of all the great railways, but by the law breakers themselves, who curse, both loud and deep, members of an association which has aided in the preservation of law, and in preventing these strikers from finally over-riding the rights of others.

We published in the May MONTHLY the resolutions of Division No. 9, and we reprint them here with Mr. Hoxie's reply:

EDITOR MONTHLY:—At a regular meeting of Elmira Division No. 9, O. R. C. April 11, 1886, the following was adopted:

Resolved, That we extend greeting, and commend the manly action, the steadfastness to principle, and the prestige thereby given to the Order of Railway Conductors in maintaining its principles, by the Brothers of the Order on the Missouri Pacific System of railroads, in refusing to join in, and discountenancing the strike which has been in progress in that section, to the detriment of both employe and employer.

Resolved, That believing in arbitration as the only and proper method to pursue in matters of grievance, we condemn strikes, and further assert that they are invariably ill. advised, gotten up by agitators, socialists, incendiaries, and demagogues, rather than by the representatives of honest labor.

Resolved, That a copy of the foregoing resolutions be sent to every Division along the line of and contiguous to the Missouri Pacific System of roads, as well as to Vice-President Hoxie, whom the Order holds in the highest esteem.

C. A. BURR, C. C.
C. A. WARD, Sec.

THE MISSOURI PACIFIC RAILWAY CO.,
EXECUTIVE DEPARTMENT.
H. M. HOXIE FIRST VICE-PRESIDENT.
St. Louis, April 17, 1886.

C. A. Ward, Secretary Elmira Division No. 9, O. R. C., Elmira, N. Y.:

DEAR SIR:—I am in receipt of printed copy of resolutions passed by your Elmira Division No. 9, O. R. C., on the 11th inst., condemning strikes, and approving the course of the conductors upon the lines of the Missouri Pacific System, in connection with the recent labor troubles.

I am glad to be able to state that the several associations of skilled labor upon these roads, among them the Railway Conductors, have during the late troubles proved their loyalty to this company, and their regard for the principles of right and justice; and such having been their record, their organizations are entitled to the respect and confidence of railway managers.

Please present to your Division the thanks of the undersigned for their resolutions.

Yours truly,
H. M. HOXIE.
Vice-President.

It is a notable fact that the Order of Railway Conductors is the only association of employes that have publicly taken a decisive stand in favor of right and justice to all, and

indorsed by the action of its members its public utterances, and in the above resolutions, and others elsewhere in this number, it is not a question of indorsing Mr. Hoxie or any other individual; it is a question of right and wrong.

As to the matter of "skilled labor," the MONTHLY is not alone in the belief that it requires some little skill and experience to successfully conduct a train, though it is not at all surprised to learn that the belief is not shared in by the "railroad (?) circles" presided over by the *News*. It is a noticeable fact that unnecessary accidents, resulting from ignorance or carelessness, are most frequent on roads where the least responsibility is placed on the conductor. It is another fact that at least seventy per cent of the Conductors in the United States are capable of running an engine and caring for it; and ninety-five per cent. can, in case of emergency, take an engine on the road and run it to its destination, and many are continually being called upon to do so.

That the matter of a division expressing its admiration for the position taken by Mr. Hoxie in standing firmly for the rights of employes of the Missouri Pacific Railway who wished to labor, should excite the ill-will of many, is not to be wondered at, but in view of the open defiance of law in East St. Louis, along the line of the Missouri Pacific and Texas and Pacific railways, and later in Chicago and Milwaukee, it seems to the MONTHLY that it is time for all good citizens to publicly declare themselves in favor of right and justice to all. The MONTHLY took occasion to express its opinion some time ago, and is sincerely glad to note that divisions of the Order all over the land are taking the side of law and order, and are NOT AFRAID TO SAY SO PUBLICLY, and if the *News* is on the other side it would be more manly and dignified to say so plainly, instead of endeavoring to belittle the influence of even clerks, collectors, and freight handlers (as many conductors of local freights are) in favor of right, no matter how small that influence may be.

TOLD YOU SO.

The MONTHLY expressed the opinion in its May issue, that the consideration of arbitration and labor bills by Congress, was one of the most potent factors in continuing the strike, and the consequent lawlessness in the Southwest, and inasmuch as it is now admitted by the man who seems to be in that section "a bigger man than Powderly," Mr. Martin Irons, the MONTHLY feels like saying "I told you so."

Mr. Irons says: "We were fighting for recognition and we got it from Congress, which represents all citizens of the United States. Is not that complete recognition? Our Order will grow after this even more rapidly than it has during the past few weeks, when applications have been so numerous for charters that we could scarcely find time to consider them."

We opine, however, that a little recognition by the Missouri Pacific Railway would have gratified them a little more than that from politicians who are simply hunting for votes.

It is somewhat amusing to read the bombastic utterances of many of these "noble knights," and particularly the "Betsy and I killed a bear" proclamation, discontinuing the strike fully a month after the Missouri Pacific was fully in operation. We are aware that the strikers have continuously asserted that the published reports of its business were false, but the MONTHLY is in a position to know that they were at least approximately true.

We await with some impatience the report of the Congressional committee, and possibly when it is made Mr. Irons and his followers may not like the "recognition" as well as they do now, though judging from the action of a majority of the members of the House of Representatives, no one need be surprised if the committee should "cast an anchor to the windward" in an effort to secure the votes of the Knights.

SHOULD JOIN THE KNIGHTS OF LABOR.

We have become fully convinced, from a careful study of the situation, that every one should join this association. The editor of the MONTHLY has not yet made application because he is in doubt as to his eligibility. We are informed that capitalists and employers of labor are not eligible and will not be permitted to join, as we have at the present time sixteen dollars in cold hard cash, and hope to keep it for some time, if this article does not meet the eye of any of our numerous creditors and we are able to conceal its existence from them. We also have a man engaged in sawing some wood that a confiding dealer gave us credit for, so that we are excluded under both heads if the above rule is strictly enforced. From the fact that some who *are* members of the organization are employers of labor and the owners of property, valued much higher than our cherished sixteen dollars, we are led to think that there is some distinction in regard to the matter, and we shall hold our petition until we learn just the amount of wealth the possession of which constitutes a capitalist, whether it is one dollar, one thousand dollars, or one million dollars; also until we learn just what constitutes an employer of labor, whether it be giving employment to one man, five men or five hundred men.

No other need hesitate, however. All are accepted without regard to "race, color or previous condition of servitude." Any one that is not a capitalist or employer of labor that can provide the necessary fee of one dollar will be accepted, white or black (perhaps, however, yellow with slant eyes may be objected to), native or foreign, bond or free, ignorant or educated. We present herewith a *few* of the many reasons why *all* should join:

FARMERS SHOULD JOIN.

At the Chicago stock-yards cattle have since Monday declined 25 cents per hundred pounds, the only reason given being the eight-hour agitation.

CINCINNATI WORKMEN SHOULD JOIN.

About 275 workmen in the office-fixture factory of R. Rothschild's Sons, at Chicago, went on strike yesterday morning for an increase of wages and the abolition of piece-work. The house was also asked to close its Cincinnati shop and bring all its business to Chicago.

WORKMEN WHO BUY FURNITURE SHOULD JOIN.

The furniture-makers of Chicago and the Northwest generally have materialized a sound theory swiftly. They have met, decided to advance the price of furniture May 1, and will thus, perhaps, be in condition to pay ten hours' wages for eight hours' work. The butcher, the baker, the candlestick-maker, and everybody else must do the same thing under the same circumstances. The man who gets ten hours' pay for eight hours' work will receive the same money as in the past; but it will cost him more to live and he will be the worse off.

We might continue and give an unlimited number of reasons for joining, but will conclude with a general reason why

EVERYBODY SHOULD JOIN.

"If the strikers have not always succeeded in raising the rate of wages, they have now raised the price of sugar, beef and coal." The unfortunate consumer is bound to be robbed in spite of all he can do. He is despoiled by the tariff, and now the strikes and eight-hour rule, by raising prices, will go down into his pocket for more of his money."

And when we are all members we will soon bring about the millennium for laborers, when we will all work less hours and get more pay. It will of course be true that the \$2 per day that we shall get then will not buy as much as the \$1.50 we get now, and that *practically* we will be *working for less wages than we are now*, and we shall have to deny

ourselves comforts that we are now able to enjoy, but *theoretically* we shall have gained a "great victory" and will be working for big wages, and every one but the grinding capitalist will be happy. We will not stop to think that in a few short weeks the news of our "great victory" and "big wages" will be carried over the water, and that the laborers there will give as little consideration to the disadvantages of our "great victory" as we ourselves do, and impelled by a desire to share in our "big wages," immigration will increase and there will be an influx of labor brought into competition with us that will eventually reduce our big wages. Oh, no! Let us "take no thought for the morrow," as if we do it will detract from our happiness of to-day. Time enough to think of evil when it comes, and when it does come we will "take in" the new laborers, strike again, win another victory, add 25 per cent. to our wages and 30 to 50 per cent. to the cost of everything we buy, and be happy some more.

MORE SECRET CIRCULAR.

General Master Workman Powderly has issued another *secret* circular and as in a former case, it is published in the daily press before it is received by the assemblies of his Association, and it carries conviction to the many who have heretofore suspected that Mr. Powderly's secret circulars are written for the public rather than to his Knights.

The *Tribune* of this city says, "Mr. Powderly gives to the public too many of his 'secret circulars.' These 'secret circulars' are so much at variance with the public doings of his Knights that they read very much like pious frauds."

And when we read the reports of the investigation by the police into the recent riot in this city, showing the connection of the Knights of Labor with it, and from the testimony given before the Congressional investigating committee, showing that members have been expelled from the Association, not for violating law, as Mr. Powderly has asserted they would be, but because they *would not violate law* by interfering with the rights of others, sensible, thinking persons begin to see that the "taffy" in these circulars is too sweet, and when partaken of in the liberal doses prescribed by Dr. Powderly, becomes too nauseating for them.

The gentleman is a good talker and writes a good circular, but he must either have a poor memory or he credits everybody else with very poor ones, for he not infrequently contradicts himself, and his acts certainly contradict his circulars.

In his last pronouncement, he gives utterance to many truths. He says, "We have been losing ground so far as public opinion is concerned for some time," which is a truth that every one outside of the Knights and their supporters realized some time ago. He asks "members to keep a jealous eye upon the doings of the labor men who never labor, and when they charge anything to our order in your locality, set the seal of your condemnation upon it at once by denying it."

Which request many have fulfilled to the letter by adopting and printing resolutions disclaiming their connection with and condemnation of lawlessness and riot, and the members who adopt the resolutions go out after the meeting and take a hand in abusing, intimidating and assaulting some poor man or men who are trying to earn their bread honestly, and the first instance of either a member or assembly being disciplined for this cause, is yet to be recorded, while papers found among the effects of Spies, and others here, prove conclusively the intimate connection of some, at least, of the "noble Knights" with that gang. Again, "I find that wherever a strike occurs appeals for aid are scattered broadcast among the assemblies. Do not pay one cent for such purposes in future, unless the appeal comes from your own district assembly or the general assembly."

How long is it since Mr. Powderly himself issued a call for a million dollars to support a strike that he, himself, at one time, pronounced causeless and unwarranted?

"What we want from our members is not gush or windy resolutions about our rights. We know we have rights without passing resolutions. Men who think, study and act are required."

Right you are, doctor, but like other physicians you don't use your own prescription and your *pseudo* patients, your members, disregard it entirely. It is true that they *act*, but they give us the gush and then *act* directly opposite.

"If wrongs have been inflicted they must be righted." That wrongs have been inflicted, there cannot be the slightest doubt, but can any one point to a single instance where any inclination to right a wrong, or in any way atone so far as may be possible, for an injury done, or does any person expect that anything of the kind will ever occur, especially so long as Mr. Powderly continues his idle talk without evincing the slightest indication of action?

We have devoted more time and space to this precious circular than we intended, for certainly no one can fail to fully comprehend its object without any comment, and we will conclude with one more quotation:

"But there is one thing that will not be done, while I stand at the head of this organization—it will not be used to further the schemes of individuals, etc."

If the Association is not to be used to further the ambition of one man to become Governor of Pennsylvania, why does not its chief officer show some intent of fulfilling the many promises he has made? The public will willingly "give him a rest" on "secret circulars."

PLEASE DEFINE IT.

An article well worth reading is published in the *B. of L. E. Journal* for May, entitled "Arbitration the True Method to Settle Labor Controversies." We commend it to the thoughtful consideration of strikers everywhere, and did space permit would give it in full in the MONTHLY. Now if the *Journal* will give us its definition of "a strike," we will better understand just what it means in saying it does not condemn "strikes as a last resort."

THE B. OF R. R. B.

An article in the May number of the *Railroad Brakeman's Journal* complains that Divisions of the Order of Railway Conductors are opposing the B. of R. R. B., citing one instance only, and that is that the charter of Ft. Wayne Lodge was removed from the hall without consulting any of its members. This statement carries the inference with it that there was an intentional injury. The facts are, the hall is leased and furnished by Wayne Division No. 119, and by them sub-leased to the B. of R. R. B. In decorating their hall for their ball they wished to place some decoration where the brakemen's charter hung, and it was temporarily removed and replaced the next day. Some member of the B. of R. R. B. saw it before it had been replaced, and without making any inquiry took it for granted that it was a stroke at their organization, and so reported. The *Journal* could easily have learned the facts had it made inquiry.

That there have been cases where there is more ground for complaint than in the above the MONTHLY is aware, but in every case it has been merely the legitimate effect following a cause.

When the brakemen, either as individuals or an association, commence a quarrel or infringe on others, they should not complain if they are resisted.

The Order is heartily in sympathy with the B. of R. R. B. so long as it conducts itself as we believe is right; certainly there should be cordial co-operation between the conductor and the brakeman, but the conductor can hardly be expected to help, aid and assist his brakeman if the brakeman evince a decided enmity to the conductor, and with a full knowledge of the facts in several instances, the MONTHLY approves the action taken by some members and some divisions of the Order in regard to the B. of R. R. B.

THE SWITCHMEN'S JOURNAL.

No. 1, Vol. 1 of the above publication is on our table. It is opened with a short sketch of the Switchmen's Mutual Aid Association, with portraits of Messrs. Monaghan and Drury. The balance of the book is principally selected matter, a trifle of it being selected from the MONTHLY without credit.

As was expected, by us at least, it sides with the strikers and lawbreakers of the Southwest, and follows the lead of the rioters in endeavoring to shift all blame to the shoulders of that great bugbear, Jay Gould. It also endeavors to bolster up the cause of the defeated strikers and lawbreakers in the recent Lake Shore strike, accusing the company of a desire to provoke riot because among the officers sworn to enforce the law, but who signally failed to do it, were some of Pinkerton's men. In conclusion, it says, "The switchmen in accepting the proposition" (which proposition was that an outside person, in no way connected with the Lake Shore road, would provide employment for the men objected to by the strikers and endeavor to persuade them to leave) "showed a manly disposition not to split hairs." To unprejudiced persons it looks as if they "showed a disposition" to get out of a bad place at the very first opportunity, and by an exceedingly small hole.

The Journal further defines its future course by publishing a circular issued by an assembly of Knights of Labor, denouncing members of the Order as "scabs." If it wishes to publish all the so-called "scabs" in the Order, it should come to this office and get a list of our 10,000 members and head it with the names of C. S. Wheaton and W. P. Daniels. It certainly is, at this time an honor to be called a "scab."

"No rogue ere felt the halter draw
With good opinion of the law,"

and rioters and *their sympathizers* detest any and all who have boldly taken a stand for right and justice.

The man who endeavors to earn his bread in accordance with his lawful right is a "scab," but the crowd who set upon, maltreat, beat, maim, and occasionally kill the "scab" are gallant, chivalrous gentlemen who show their courage by *never* making an attack on "scabs" unless they outnumber them at least three to one.

The "scabs" seem to be ahead so far, and will remain ahead. The *Journal* should also publish in its columns as scabs the officers of many of the railways centering in Chicago, from general manager down. Want of space forbids further comment.

—President Campbell wishes us to call attention to the fact that he made an error in announcing the date of the convention of the Y. M. M. B. A. It meets Wednesday, June 9, instead of Tuesday, June 10, as announced in the May number of the MONTHLY.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 13th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

BOSTON, April 20, 1886.

At a regular meeting of this Division, held this day, the resolutions adopted by Elmira Division No. 9 were indorsed by a unanimous vote.

C. F. HAMMOND,
S. and T, 159.

EDITOR MONTHLY:—Division 34 have received the following reply to their resolutions:

CHICAGO & NORTHWESTERN RAILWAY CO.,
IOWA DIV. SUPERINTENDENT'S OFFICE, BOONE, IA., April 25, 1886. }

MR. FRANK CHAMPLIN, Chief Conductor, and
W. P. FOOTE, Sec. and Treas. Boone Div. O. R. C.,

Gentlemen:—I have the honor, on behalf of the Chicago & Northwestern Railway Company, to acknowledge the receipt of a copy of resolutions passed by your Order, and also a concurrence therein by the Order of Brotherhood of Locomotive Engineers, under date of the 28th inst, and beg to inform you gentlemen, and through you the Conductors and Engineers of the Iowa Division, that the sentiments therein expressed are very highly appreciated by the officers of the company. I am, gentlemen, with great respect,

Your obedient servant,

H. G. BURT,
Supt. Ia. Div.

Yours in P. F.,

W. P. FOOTE,
S. and T.

BLOOMINGTON, ILL., April 25, 1886.

EDITOR MONTHLY:—At the regular meeting of Bloomington Division No. 87, O. R. of C., the following resolutions were agreed upon:

Resolved, By Bloomington Division No. 87, in Division assembled, That we heartily approve of the conduct of our brothers in their firm adherence to the principles of our Order during the recent strike in the Southwest. And be it further

Resolved, That the above resolution be published in the CONDUCTOR'S MONTHLY Magazine, the daily papers of this city, and that a copy of the resolution be forwarded to Bro. Robert W. Adams of this Division, who is now located at Little Rock, Arkansas.

GEORGE BROOKS,
W. A. HERMPHILL, } Com. on Resolutions.
JOHN A. BECK.

JOHN H. RUBEN, Sec'y.

MILWAUKEE, May 3, 1886.

At a meeting of Milwaukee Division No. 46, Order of Railway Conductors, held on May 2, 1886, the following resolutions were adopted:

Whereas, That a great strike is imminent, and the stoppage of all railway business is in danger, not only detrimental to the employers as well as the employees, and the outlook dangerous to all kinds of business; therefore, be it

Resolved, That the members of Milwaukee Division No. 46, Order of Railway Conductors, employed as conductors on all railroads running in and out of Milwaukee, hereby tender our services, if necessary, to fill any position in any capacity which the officials may deem necessary for the best interest of the several companies.

Resolved, That a copy of the above resolutions be sent to all General Managers and General Superintendents and Assistant General Superintendents of all railroads of which we are employed.

SYLVESTER SYKES,
W. J. DURBIN,
A. L. VANNAMAN,

Committee.

BOSTON, April 22, 1886.

EDITOR MONTHLY:—The question has been asked me by a number of brothers of the Order, What was the cause of Division 80 surrendering their charter? Not being cognizant of their reasons for so doing, I wrote a member of the defunct Division, asking him the reason for their so doing. I was informed by him that the members of Division 80 did not take sufficient interest in the work of the Order. Could not see any benefit to accrue therefrom, and through sheer force of carelessness and neglect permitted meeting day to come and go often without a quorum being present, thus permitting a lack of interest in the work, and certainly members of a Division who show such lack of interest could not take so deep interest in gaining new members, as those of a Division who are attentive at meetings whether the weather is clear or stormy.

Now, Bro. Editor, I have tackled your columns a number of times, but of one thing I can assure you, and that is this that from now on I am determined to champion the interest of one Division in cities and towns where the brothers of two Divisions are so situated that they can attend meetings of one Division without any unnecessary inconvenience. Now, I have heard from a brother of Division 143 that passenger train men and freight train men do not amalgamate as they should. I ask every reader of the MONTHLY, if they do not think that it would be better to have fewer Divisions of the Order and greater numbers in a Division, and thus bring pass. and freight train men in closer communion as it were. It would tend to a great deal better feeling on the part of brothers of each branch of the service and benefit the Order in general. I have at times asked brothers of the Order, Why do you not visit Division so and so, and I invariably receive as an answer: Well, I don't feel at home there; they are all pass. men, and don't show me the feeling that should be shown a brother to a brother. I am convinced that here is a stumbling block in the way of the Order, and I feel that there should be a closer bond of fellowship between the two classes, if we are to retain a prestige and membership. I have sat in a Division, and heard a letter from another read, asking assistance for a maimed or disabled brother. I have heard the C. C. read the letter, and I have heard him say, Brothers, you hear the letter, you are at liberty to contribute if you see fit. I have seen the S. and T. of a Division rise in his seat and say that he did not see that our Division is under any bond to contribute to the assistance of this brother. Now, I ask is this the feeling that should actuate the brothers of the Order. We will look after our own, said this brother S. and T., and therefore, according to his reasoning, other Divi-

sions should look after theirs. When I took upon myself the obligation of the Order I felt that I must now sink self, and do what little I could to assist a brother in distress, whether he was a brother of my own, or that of another Division, and I hope to see such a feeling actuate all brothers of the Order.

Now, Bro. Editor, do not think I am agitating a class issue. I am not. I only desire to see the class distinction broken down, and I hope some brother at the next Grand Division will offer a resolution that it is the sense of the Grand Division that in cities and towns where there are two Divisions of the Order in either of which one class predominates over the other to any excess, that it is to the best interests of the Order that such Divisions coalesce, and form one large Division. I am led, Bro. Editor, to write on this question after consultation with a number of brothers of various Divisions, and I feel that the popular pulse of sympathy of the Order will beat in unison with my sentiments on this subject. Hoping I have not transgressed on your time and columns, and desiring to hear from other brothers their opinion on this subject,

I am in P. F.,

T. J. RICHARDSON, S. and T. Div. 122.

GRAFTON, W. VA., April 18, 1886.

EDITOR MONTHLY:—Since I have been a subscriber to the MONTHLY (and that is a short time), I have seen nothing in it from this, "Neck o' the Woods." So I thought I would scribble a few lines, if I can raise pencil enough. I am sir, an old *sympathizer* of the Conductors' Brotherhood, and a new member of the O. R. C. Knobly Division No. 183 of Keyser, W. Va. I began my railroad life on the 2d day of September, 1863, on the fifth division of the B. & O., running from Parkersburg, W. Va., on the Ohio River, east 104 miles to Grafton, W. Va., the junction of the main line to Wheeling & Chicago. I have filled the position of brakeman, fireman, engineer and conductor, the last position for the last nine years. I can thankfully say I have not a scratch or a wound on my person, and was never badly hurt in all my railroad life, although I have been in some ugly wrecks. I am forty-four years of age, having spent the greater part of my life seeking on the railroad after the *root of evil* of which *very necessary* article I have grown enough to stand on, if the old B. & O. should take a half century holiday, but enough of this *waste basket* matter. I met and was made acquainted with our worthy Grand Chief, when he was in Grafton to organize Division No. 190 a short time ago. By the way, the members of 190 are anxiously gazing after their *working tools* which have gone cavorting off after some rural rooster of that name, Uncle Sam only knows where; the idea, as if anything could miss our Grafton, *the Grafton*.

To be in fashion I will give you two or three train orders, and then give way to some one who can write sense. Parkersburg is the west end of our division; Grafton is the east end:

Order No. 1, April 18, 1886.

Engine 530 will run to Grafton.

Extra.

Correct.

Dispatcher, Parkersburg.

6:30 P.M.

J. B., Dispatcher.

Order No. 2, April 18, 1886.

Engine 530 will run to Grafton, regardless 657.

Correct.

Dispatcher, Kanawha.

7 K. P. M.

J. B., Dispatcher.

Order No. 3, April 18, 1886.

Dispatcher, Cornwallis.

Engine 530 will meet 1st Sec. of 657 at Central by or before 11 o'clock P. M.

Correct.

8 K. P. M.

J. B., Dispatcher.

657 is west bound, consisting of several sections. Will some brother tell the MONTHLY if there is any difference between orders 1 and 2, and what it is, and after getting No. 3, what should engine 530 do at Central; go in siding or keep main track, and what engine 530 will do on the expiration of No. 3. Remember No. 1 or 2 have not been destroyed. I refrain from giving my opinion in this letter, because I think the railroad boys are somewhat like the school boys. If they study these *examples* out themselves they will better remember. Wishing the MONTHLY prosperity, and all members of our Order good luck, I arise to sit down.

Yours in P. F.,

G. H. B.

CHILLICOTHE, O., April 18, 1886.

EDITOR MONTHLY:—As I have seen nothing in MONTHLY from Division No. 181, I shall try to say a few words. Division No. 181 is located at Chillicothe, Ohio, was organized 23d day of June, 1885, with twenty charter members. We now number twenty-nine members, all square on our Division books. Also we have ten members in the insurance, and more will go in. I will try to give you a few names of our members: C. C. and Representative to Grand Division, John Kopp, runs through freight on second division; our A. C. C., W. B. McDonald, through mistake in orders, and getting two front ends together, is taking vacation and looking to the interest of the city, being elected Assessor for the Fourth ward; our worthy Secretary and Treasurer, Thos. A. Brown, does the business part on local freight on second division, and swings the new lantern presented him by his Division; S. C. C., R. M. Johnson, is back on extras again, dull times and no demand for coal, so black diamond train had to come off, but Dick still is happy; I. R. C., E. F. Murdock, with business cars, is on east division local; I. S. S., Riley Graham, night local on west division, when he can get away from the girl at Loveland; O. S. S., Geo. Dewey, is on west division local in absence of Bro. Geo. R. Johnson, who met with an accident that came near being his last run, when getting off his engine, fell between the station platform and his car, which was in motion, and severely hurting him, but by good care he will be out soon again. Bro. Dewey is the happiest conductor on the road. They were twins. Bro. E. K. Cleveland, on second division, takes a leave of absence for thirty days to visit his ma at Pine Bluff, Ark.

Now, in behalf of the Order, we have a fine Division here; we also have three of the old members of the Conductors' Brotherhood from Scioto Div. No. 33 which was organized here in 1875 by C. Z. Cruzen and afterward instructed in the work. E. P. Smith, of Pittsburg, our worthy correspondent, is running mixed train on Portsmouth division, and is about to open a first-class hotel in Hamden, where I hope if any members should be laid out they will not forget to give him a call. Tommy Taylor is a clever gentleman which can easily be seen by the fine gold watch he carries, which was presented to him by his many friends and a church fair. Well, editor, if you think worthy insert. Will try you again.

A. T. T., Correspondent.

CHATTANOOGA, TENN., May 2, 1886.

EDITOR MONTHLY:—Mr. L. F. Hennington, Chief Train Dispatcher of the A. G. S., seems to have a host of friends, but such pleasant gentlemen, I believe, always do have

them. His many friends a few days ago united in showing their appreciation of his worth by presenting him with an elegant gold watch, with the finest "Howard" movement obtainable.

The watch was appropriately inscribed: The occasion was one long to be remembered, and developed this fact that while Mr. Hennington is a capital dispatcher, and J. B. McAllister a good conductor, oratory is not their forte. S.

BROOKFIELD, Mo., April 4, 1886.

EDITOR MONTHLY:—I wish to say a few words in regard to the insurance feature of our Order. A great many brothers are writing on this subject and I have heard a great many speak of it. Some say it ought to be compulsory and no one admitted into the Order unless he would take the insurance also. I think every man who makes rail-roading his profession should be insured, for there is no class of men more liable to be called off suddenly and leave their families destitute.

But brothers do not be quite so hard on all of us who have not taken the insurance.

I have been a member of the Order several years and have not taken the insurance and will tell you why I have not done so, and think probably some other brothers are to be excused for the same reason. "N. W." in April number of MONTHLY says he noted the shame-faced look of all who answered "No," when asked if they are members of the insurance. Now if he asks me that question I will tell him *no*, but at the same time will tell him I am carrying \$5000 (not in an insurance Co., but in another Order) and had that before I became a member of our Order. Also that as long as I cannot afford to carry policies in both Orders I keep the one I have, and try to be a good member of the O. R. C. without the insurance.

So you see all of us who are not in the Insurance Association would not leave our families destitute if by "some misstep or the slipping of a handhold" we should be ushered into the unknown future without time to provide for those we leave behind.

No doubt many other brothers are fixed the same way, so do not judge us too harshly.

In conclusion would say to all brothers who are not insured, insure at once. If you have not yet made up your minds, do so at once and accept the benefits afforded you by our Order, as I certainly would do myself were I not a member of the other Order referred to. But as I am a stranger to the MONTHLY, will say no more until I see if I find a place in your waste basket or will be given room in the columns of the MONTHLY.

Yours in P. F.,

J. W. W.

CAMDEN, N. J., May 3, 1886.

EDITOR MONTHLY:—As you have thus far received no communication relating to the affairs of Camden Div. No. 170, you will pardon me if in this first letter I briefly review our doings from the start. This Division was organized March 9, 1885, by Grand Chief Conductor Wheaton, assisted by brother Genther Parks, of Delaware Div. No. 37 and others. The usual complement of charter members were initiated at the day and evening meetings on that occasion, and unusual interest was manifested in the exposition of the advantages and work of the O. R. C. as laid down and explained by the Grand Chief Conductor. With the exception of one brother, who is employed by the Philadelphia and Atlantic City Division of the P. & R. R. R., our membership is wholly made up of the employes of the conducting departments of the New York, Amboy, West Jersey and Camden and Atlantic divisions of the Pennsylvania System. Our Division now num-

bers over sixty members, and additions are being continually made. Of course, we have not so much material to draw from as some Divisions located more favorably or centrally, but between ourselves we think that we have one of the finest Divisions organized, and certainly there can be none where the brothers take a more active interest in its affairs or strive harder to put into practice the grand teachings of our Order.

On the 25th of last November—Thanksgiving night—we gave our first annual ball which was a complete success from every point of view, whether considered financially, in point of numbers present, or character of attendance. To brother John H. Black, conductor on the Amboy division, this Division gave a neat gold O. R. C. badge in consideration of the fact that he sold the most tickets, nearly if not quite fifty.

The first anniversary of our Division fell naturally on March 9, 1886, but before we had quite decided what the character of our celebration of that event should be, we received a communication from brother Wheaton, saying that he would be with us on the 12th of the month, and we therefore fixed upon that date for our anniversary supper. At the supper given on the evening of the organization of the Division the G. C. C. was present, and it was more than pleasant to know that we could have him with us on our first anniversary. During the day of brother Wheaton's visit—he came promptly in accordance with his appointment on the 12th—a double session of the Division was held, at which he exemplified in his inimitable way the secret work of the Order, making a profound impression on those present, and giving a new meaning and significance to the principles which we are pledged to support. In the evening, the members with their wives and friends sat down to an elegant supper, and had a right royal and socially good time at the West Jersey Hotel. The first portion of the evening was spent in getting better acquainted with our Grand Chief Conductor and one another, and, after the supper, the character of the Order and the work that it aims to accomplish, were fully and eloquently detailed and explained by brother Wheaton, and short and characteristic speeches were made by train-master Burleigh, of the West Jersey Railroad, the superintendent being unavoidably absent, by P. C. C. King, C. C. Blaisdell, A. C. C. Ludlow, Sec'y and Treasurer Anucker, Bros. Slacum, Bartlett, C. P. Mikesner, Mayhew, Sparks, Davis, and P. C. C. Post and C. C. Cummings of West Philadelphia Div. 162. Altogether we had a most enjoyable time and it was an occasion long to be remembered by those present.

From this visit of Bro. Wheaton and the celebration of our anniversary, we date the better feeling which exists between the members of the Camden Division of the ORDER OF RAILWAY CONDUCTORS and the official heads of the different Divisions of which we are the employes. When our Division was organized the railroad authorities here appeared to entertain considerable distrust of the Order and its workings. They were ignorant of the true objects sought to be attained, and seemed to look upon it as a menace to their best interests. This state of things holds no longer and the direct reverse is happily true to-day, and Camden Division cannot ask any legitimate favor of our employers but they will grant it cheerfully.

At our last meeting, on Sunday, May 2, the Division presented a handsome silver ice pitcher to Bro. M. A. Stewart and his wife. The Division had been invited to their wedding, and besides had been greatly indebted to them both personally for the interest that they took in making our first annual ball a complete success. Bro. Stewart brought his wife and her mother and some lady friends to the Division room and the presentation was made there. Bro. Stewart responded feelingly for himself and wife.

Here, then Messrs. Editors MONTHLY, you have a survey of our doings to date. Hereafter I promise that you will hear from Camden Div. No. 170 often, though not so much at length.

Yours in P. F.,

CAMDEN.

DEFRIES DIVISION, NO. 88.

RIV. DU LOUP, April 16, 1886.

EDITOR MONTHLY:—I fail to see any mention of our Division in your last issue, so I will endeavor to give you a few items. Our Division is flourishing as usual. The boys begin to feel slack times, but are glad to see the snow disappearing fast. No candidates of late, but Division as strong as ever. Our C. C., L. H. Levesseur throws as big a shadow as usual. The boys are looking forward to the new time-table as some expect promotion. Bro. M. T. Marchessault is still on the mash. Bro. I. A. Moreau is two dollars out of pocket this pay day for forgetting the latitude of St. Paschal Station, he having carried a car by. He has acquired more memory, to the above amount. Michael Camerie is at present making an apothecary shop of his stomach through some fancy illness. B. Walker would like to follow the pay car every month collecting subscriptions assisted by F. Dumand and F. A. Mouan, as he finds it a soft job. Our Brave Jack is again walking the quarter deck of the local express to the great joy of his numerous friends who missed his genial countenance during the holiday he did not ask for. Our dispatchers the same whole staff. F. Crockett, chief dispatcher, a perfect gentleman, and first-class dispatcher, worthily seconded by C. Belleau, C. King and L. Dejardeu. Louis is a little cranky, but he gets there in great shape. The boys made a contribution toward making a present to their much respected District Superintendent.

PADDY RYAN.

RESOLUTIONS.

St. Louis, Mo., March 28, 1886.

At a regular meeting of St. Louis Division No. 3, Order of Railway Conductors, the following preamble and resolutions were adopted:

Whereas, The strike now in force includes a number of roads employing the majority of the members of the St. Louis Division of our Order.

Whereas, The members of this Division deem it a proper time to manifest to the railroad companies our principles as an organization, its members being obligated not to take part in any strike of railway employes.

Whereas, It has come to the knowledge of this Division, that certain employes of the Ohio & Mississippi Railway held a meeting in Vincennes, Ind., on or about the 15th of March, 1886, for the purpose of drawing up resolutions setting forth certain grievances to be presented to the officers of said road.

Whereas, Certain members of our Order were present at said meeting, and indorsed the action of said meeting, thus leading the officers of said road, and the public, to think the Order of Railway Conductors encouraged said meeting.

Whereas, This Order has no objections to employes of any company meeting and formulating grievances (where same exist), and presenting them to the company for rectification, provided it is done in a gentlemanly manner.

Whereas, We do not deem this a proper time to take such action on account of the troubles now existing on the various roads, the tendency being to incite others to action. Therefore be it

Resolved, That we hold ourselves in readiness to perform our duties as conductors at any and all times; and pledge ourselves in the future to abide by our reputation as a non-striking organization.

Resolved, That we, as an organization, disclaim any connection with the meeting

held at Vincennes, Ind., on or about March 15, 1886. The members taking part therein, did so without the knowledge of this Division.

Resolved, That we discourage our members from taking part in meetings of this kind until such time as the business of the road (when such meeting is called) is in its normal condition, and not fettered with such troubles as now exist.

Resolved, That a copy of these resolutions be spread on the minutes of this Division. Also a copy of same be furnished Superintendents of roads centering at St. Louis, Mo.

Signed,

M. F. COMPTON,
T. J. STINSON,
J. B. MARTIN,
Committee.

SURPRISE AND PRESENTATION.

The general officers and conductors of the Old Colony Railroad assembled in the conductors' room in the station, to give Mr. George T. Taylor, chief train dispatcher of the road, a real surprise, which would be always pleasantly remembered. The assembly numbered about fifty attaches of the road, and the smiling countenance of each indicated that some joke had been planned, but no one would divulge the secret. The mystery was finally solved by Mr. Charles F. Hammond, general express agent of the road, stepping up to Mr. Taylor and saying: "The question we have called upon you to decide is what to do with an employe of whom you are not sure? The answer is to 'look out' for him, or in other words watch him closely till you are sure. We have found among us a man whom we all know and respect, one who has won our best wishes by his uniform courtesy, and who has in every way so conducted himself as to make a warm friendship in our hearts, but yet we are not satisfied, and find upon consultation among ourselves that it was necessary to take some action, and upon consultation with the general officers and others, found that we had taken a step in the right direction, and we have determined to set a 'watch' upon you."

Mr. Taylor was then presented with a handsome Elgin gold watch, chain and tiller for a charm. On the inside case was an inscription. The recipient was thoroughly surprised, and before he had an opportunity to respond, the Weber Quartette, which had kindly volunteered for the occasion, sang the "Old Oaken Bucket," which was followed by Mr. Hammond's again stepping forward and saying, "And while at home, surrounded by your family circle, still we wish to be remembered, and this we ask you to accept." The genial train dispatcher was then presented with a costly silver service of seven pieces. After a moment's hesitation the gentleman briefly responded and thanked his friends for their kindness, and assured them that he appreciated the good feeling that prompted them to take such action, but words could not express his delight. The quartette then sang appropriate songs, and the gathering dispersed.

The inscription reads: "Presented to G. T. Taylor Train Dispatcher of the Old Colony R. R., by the General Officers and Conductors, as a token of their appreciation of his worth."

DALTON, GA., May 3, 1886.

EDITOR MONTHLY:—I thought I would write and let you know that Atlanta Div. No. 180, was not entirely "washed out," although our sister city, Chattanooga, Tenn., was completely inundated, caused by the recent heavy rains in this section last month.

However, I am glad to say our Division is slowly but surely progressing. We now have about fifty members, and have good prospects for many more this fall and winter. We will be one year old next month, and we are going to celebrate our first anniversary in grand style.

We have had some good meetings lately, and I think Div. 180 will rank as one of the best Divisions in the Order. Our C. C. Bro. Joe Latimer holds the chair down with much dignity, and is always on hand.

We have a good set of officers, and they have all acquitted themselves finely, and are getting the workings of the Order down to perfection. I find some of our members are rather dormant in lending a helping hand to the MONTHLY. However, I am holding on to them, and I can catch one occasionally.

Bro. Jno. C. Land, a well-known and popular conductor on the Alabama Div. of E. T. V. & Ga. R. R., died April 6, with pneumonia, caused by exposure during the recent high waters. Bro. Land was a charter member of Stanton Division 139; he was a useful and valuable member of the Order, and a railroad man of fine ability, and leaves a host of friends that mourn over his sudden departure.

We are pleased to meet Bro. W. F. Hawks, of Division 109, who is now general yardmaster at Chattanooga, Tenn., for the E. T. V. & Ga. R. R. Bro. W. F. Hearn of the same Division is his able assistant.

We have been looking for our G. C. C.; was very sorry he was deprived of making his Southern trip "on time" on account of sickness. We wish him a speedy recovery, and hope to see him soon.

Bro. J. M. Adams, the "boss" local man on the W. & A., with his accomplished better-half, leaves for an extended visit to the wild West, to-day.

Wishing the MONTHLY success, I am

Yours in P. F.,

H. G. B.

SUNBURY, PA., April 27, 1886.

EDITOR MONTHLY:—As Division No. 187 has now been in existence over seven months, the members think it is time their correspondent had been heard from in the MONTHLY.

Our Division is quite small, but the members are strongly attached to the Order. We organized on the 20th of last September, with twelve charter members, and have only initiated five since then. We have three petitions to consider at our next meeting.

We find it difficult to awaken a reasonable amount of interest among the conductors on the roads running into Sunbury. Why this is, we are unable to say. With one exception, however, these roads are operated by the Pennsylvania Railroad Company, and those conductors who have expressed a desire to unite with the Order, have said that they were waiting to see what the Company were going to make out of the "Relief Fund." Since that matter has been left entirely to the option of the men, we do not think it should deter them any longer.

We have very interesting meetings twice a month, second and fourth Sundays. At the first meeting in April, our Chief Conductor presented the Division with a handsome altar cover, beautifully embroidered by his amiable and accomplished daughter. Much admiration was expressed, and a hearty vote of thanks tendered by the members.

On last Sunday we received a handsome Bible as a present from George W. Childs, Esq., of Philadelphia.

With a fair increase of numbers, such as we have a right to expect, our happiness as a Division will be complete.

The town of Sunbury is the county seat of Northumberland county. It is situated on

the eastern side of the Susquehanna River, just below the junction of the north and west branches of that river. Three divisions of the Pennsylvania Railroad, and two divisions of the Northern Central Railway center here, while a branch of the Philadelphia & Reading Railroad passes through the place. From this number of railroads, no doubt, you will think we ought to build up a pretty good Division of the O. R. C. We sincerely hope to be able to do so in the near future.

Yours in P. F.,

T. S. M.

MEADVILLE, PA., April 24, 1886.

WM. P. DANIELS, G. S. & T.:

Dear Sir and Brother:—I hereby acknowledge receipt of draft for \$2,000 for minor children of T. Stillman, our deceased brother, payable to Fred Stillman, guardian. What brother can afford to be without the insurance when they see the benefits, as in this case—five children left on the cold charity of the world, if it had not been for insurance. No one can tell the amount of good done by our noble insurance unless they have been placed in like circumstances. Please accept the thanks of Division 32 for benefit received.

Respectfully yours in P. F.,

E. B. HUNT, S. & T. Div. 32.

DENISON, TEX., April 24, 1886.

To the Officers and Members of Lone Star Div. No. 53, O. R. C., Denison, Texas:

Dear Sirs:—Allow me to thank you for the prompt payment of claim held by my late husband, F. P. Drake, which was handed to me to-day by your Secretary and Treasurer, Mr. C. H. Loomis, being in full of certificate No. 29, for two thousand dollars. I most cheerfully commend your insurance association to all conductors, and hereby endorse its promptness in payment of claims. Wishing you continued prosperity, with my heartfelt thanks,

I remain yours.

MRS. JEANNETTE LEE DRAKE.

ST. PAUL, MINN., April, 1886.

EDITOR MONTHLY:—I wish to say through the MONTHLY that a union meeting was held at St. Paul, Sunday, April 18, and a large attendance, as well as a good time was had, although our Division was not aware of it until April 9, and no regular meeting was held between then and the union meeting, to make any arrangements concerning the matter. We did as well as we could under the circumstances, and we do sincerely hope the brothers will make the necessary allowances for any and all discrepancies, failures, etc., etc. The meeting was well represented. There were present G. C. C., C. S. Wheaton, A. G. C. C. Ed. Burdette Coman, and G. J. C., W. W. Flack. Division 40 had forty members; also No. 4, five; No. 9, one; No. 18, one; No. 22, three; No. 28, one; No. 32, one; No. 46, one; No. 55, two; No. 61, eight; No. 72, four; No. 75, one; No. 83, one; No. 90, eleven; No. 94, three; No. 99, four; No. 117, twenty-seven; No. 130, twelve; No. 138, one; No. 164, two.

The meeting was called to order at 10:40 A. M., by C. C. John W. Gilboy, C. C. Div. 40, and after the usual ceremony, the order of business was suspended, and the G. C. C. took charge for the exemplification of the work. Every one was all attention, and a very satisfactory understanding was had. There were a good many present who had not been in the Division room for a long time; I heard some of them say the next day, they were

going to attend now (*I hope* they will). There was considerable interest manifested. More than the single idea of hearing what Bro. Wheaton had to say, there was a great anxiety to see the man himself, as he has not been in this part of the country before for so long; we had to resort to all kinds of schemes to get the brothers to think there *was* any such a man, and I think if we had charged an admission fee, we would have got more for the cyclone sufferers than we did, but it is too late now. I don't think Bro. Wheaton would keep his job if he was running a passenger train. He was started out to collect fares on a run equal in length with little Eddy Burdette Coman, and his cash collection was only about one-half that of the man on the opposite run. Collections for the round trip for both were \$86; we concluded to let them run just one more trip; they fell short of the previous trip, and by a unanimous vote they were both discharged and ordered to turn over the amount of their collections to Bros. Gilboy and Staples, the C. C.s of Divisions 40 and 117. The amount of their collections being \$116.35 is to be presented, together with the following resolutions, to Gov. Hubbard:

Whereas, A destructive cyclone has passed over a portion of Minnesota, destroying many lives, injuring a large number of people and laying in ruins the cities of Sauk Rapids and St. Cloud; and

Whereas, The Governor of the State has called upon the people for aid; therefore, be it

Resolved, That the members of the Order of Railway Conductors in union meeting assembled, contribute a small amount each, the said amount to be forwarded to the Governor of the State over the signature of the chief conductors of the St. Paul and Minneapolis Divisions, to be distributed among the sufferers as he may see fit.

J. W. GILBOY,

C. C. St. Paul Div. No. 40.

H. STAPLES,

C. C. Minneapolis Div. No. 40.

Hoping to see the above, I remain as ever,

Yours respectfully in P. F.,

R. L. WILLARD,

S. and T.

OUR NEW DIVISION.

On April 27 Frontier Division No. 189, O. R. C., was organized at Point Edward, Ontario, by Grand Chief Conductor C. S. Wheaton, assisted by visiting brothers of adjacent Divisions. The officers elected for the current year are as follows: C. C., A. Johns; A. C. C., T. Whitaker; Sec'y and Treas., Geo. Whitlock; S. C., M. McKenzie; J. C., A. McIntosh; I. S., E. Higgins; O. S., W. Jewell. After the usual routine of business recess was taken for dinner, after which the members repaired to the Division room when two new members, Messrs. A. Manley and D. Vince, were balloted for and initiated into the mysteries of our order. There were present members from Detroit, Battle Creek, St. Thomas, Strafford, Toronto, etc., among whom were noticed the pleasant faces of Bros. Ryan of Division 48, Algie of 13, Johnson of No. 6, Ibs Burton and J. D. Hamilton, the noted Lord Raglin, of No. 15.

The afternoon was spent in exemplification of the secret work, which was ably done by the Grand Chief Conductor, who was compelled to leave us by an early train, much to our regret. He not being able to remain for the ball, took his departure by the 6:50 P. M. train for London. After business was thoroughly executed the members and friends, together with the ladies, repaired to the Odd Fellows' Hall, where a ball was given and a very pleasant time was spent, breaking up at the wee sma' hours of the morning.

Through the medium of the MONTHLY the committee wish to thank the floor directors, Mr. Chas. Long, Point Edward; Bro. W. Ayers, of Division 17; and Bro. H. Barron, of Division 15, for the pleasing manner in which they conducted the evening's entertainment.

Yours, etc.

G. WHITLOCK, Secy.

RAILWAY.

A LOCOMOTIVE WITH A HISTORY.

There is still running on the Western & Atlantic road in Georgia, hauling a passenger train, the old locomotive "General," which was the pursued party in one of the most exciting chases on record. The locomotive was carried off by a small party of Federal scouts during the war, while the engineer and firemen were at dinner, and the train was stopping at Big Shanty. The pursuit was kept up for over one hundred miles before the engine was finally recaptured, and she was only abandoned when entirely out of fuel and water, and the journal bearings had been almost entirely melted out, the supply of oil having also run out. In this chase the "General" and the pursuing engine probably made the fastest time ever run on a Southern road, although all parties were too much engaged in the business on hand to keep any record of the actual speed.

Noting the above in an exchange some time ago, it occurred to us that a short sketch of the adventure referred to, would be of interest to many of our readers, and we immediately commenced a correspondence with that end in view, and herewith present the result; and while it may not be absolutely correct in all particulars, we have the assurance of some of the participants that it is generally so.

The engine referred to is not hauling a passenger train, but is used as a switch engine in the yards at Atlanta. She is a "Rogers," and has the old "hook motion," and has been known among the employes of the W. & A. for many years as the "unluckiest engine on the road," and it is said that she has caused the death of some twenty men, exclusive of the unfortunate ones who were executed for stealing her during the war, and during the latter part of the time she was running on the road it was difficult to find engineers willing to run her.

In the spring of 1862 two attempts were made by small detachments from the Union army to destroy the bridges on the line of the W. & A. Railway, south of Chattanooga, to prevent the Confederates from reinforcing that place when it should be attacked. The first attempt was a failure almost from the start. Eight men were sent to do the work; Andrews the leader, had engaged an engineer in the employ of the railway company to run the engine for them, but after reaching Atlanta and waiting there three or four days, they learned that the engineer on whom they depended had been transferred to another division, and as none in the party were qualified to run the engine, the attempt was given up, and all directed to make their way as best they could to the Federal line, which they all reached in safety. One of the men, on the way to Atlanta, met an old acquaintance

at Chattanooga who recognized him, and at the first opportunity told him that he knew he was in the Federal army, but that if he would promise to return immediately he could go without trouble, but if he did not so promise he would be immediately denounced as a spy. The man gave the required promise and returned.

Andrews was not discouraged by this failure and was determined to try again. He was now much better prepared than at first, having been over the road several times and provided himself with time card and rules.

It was determined also to send a larger force, and twenty-two men were detailed for the attempt, five of them being practical locomotive engineers. Their names will be found below: Wm. Campbell, Geo. D. Wilson, M. A. Ross, P. G. Shadrack, Samuel Slavens, Samuel Robinson, John Scott, W. W. Brown, Wm. Knight, J. R. Porter, Mark Wood, J. A. Wilson, M. J. Hawkins, John Wollam, D. A. Dorsey, Jacob Parrott, Robert Buffum, Wm. Bensinger, Wm. Reddick, E. N. Mason, Wm. Pittenger.

Wm. Knight was at one time employed in Iowa as a fireman on the engine run by our well known brother, L. R. Carver.

The men were to make their way to Marietta as best they could, and there all were to take a north bound train. All arrived at Marietta in safety, and all took the north bound train from there about midnight, except Porter and Hawkins, who were overlooked.

The train stopped for breakfast at Big Shanty, all the train men leaving it, and while it was standing there, the party, in accordance with preconcerted arrangements, cut off three box cars and started with Engineer W. W. Brown, Firemen

Wm. Knight and Alfred Wilson, and the leader, Andrews, on the engine, and the balance in the cars.

By representing himself as a Confederate officer in charge of a special powder train for Beauregard's army, running on the time of, and carrying signals for the regular passenger train, Andrews succeeded in avoiding the slightest suspicion of anything wrong with those who questioned him at stations where he was obliged to stop. Had the original intention of capturing the train on Friday been adhered to, it is quite likely that the adventurers would have succeeded in their design; but they were delayed, and the plans changed so the attempt was made Saturday, and delays occasioned by an unusually large number of trains proved fatal to their enterprise.



W. A. FULLER, 1862.

Andrews and his party made frequent stops to cut the wires and obstruct the track as much as possible. At Adairsville a passenger and regular freight were to be met. The freight arrived on time, but the passenger was late, and after waiting about five minutes the fugitives started, and this decision to go ahead in the face of a regular passenger train, making, so far as they knew, a terrible collision almost inevitable, illustrates the extreme peril of their situation. Fortune favored them, however, in this instance, and they reached the next station, Calhoun, just as the passenger



W A Fuller 1886.

was leaving there. Passing it with but little delay, they were soon speeding onward. Stopping a short distance from Calhoun to cut the wire and take up a rail, they were startled by the whistle of the pursuing engine. Fuller, starting in pursuit from Big Shanty on foot, then using a hand car and using three engines at different times, was at last almost upon them. In desperate haste a portion of a rail was torn out, placed in one of their

cars, and they were on again, using oil to feed their fire and putting their engine to its utmost speed.

The pursuing engine was the fastest, however, and soon was in sight; the piece of rail taken up by the fugitives was on the inside of a curve, and the pursuing engine passed over it in safety and without delay.

Andrews now cut off the cars, one at a time, and left them to obstruct his pursuers, with the hope that one of them might wreck their engine; they were, however, "picked up" by Fuller, without damage to his engine. Stops were still made occasionally to cut the wire and place ties or anything else that could be procured in the way of their pursuers, and succeeded in keeping just about the same distance ahead of them all the time. During a stop the pursuers would come in sight, and while they were removing the obstructions the pursued would gain a little. It is probable, though, that they would have been speedily overhauled if Fuller and his party had not been obliged to use caution to avoid being thrown from the track by these obstructions. At Dalton a short stop was made, Andrews still keeping up his character of Beauregard's agent, but their appearance began to be suspicious, their train consisting of only a battered baggage car. After passing Dalton, as a last resort, they set fire to their last car and left it on a bridge hoping it would set the bridge on fire, but the pursuers were too close behind, and pushing the car ahead of them to the first side track, left it without having done them any injury except the short delay. One more halt was made to procure fuel and again obstruct the track, and then on again. Many of Andrews' party were now in favor of making a fight, and it was proposed that all but one to handle the engine, obstruct the track, ambush themselves, attack their pursuers when they stopped, and in the confusion endeavor to start their train back and cause a collision with a second train that was now in pursuit. Had this scheme been tried there is a possibility that it would have been successful, and that a part of the adventurers might have escaped and fulfilled a part of the original plan of bridge burning. The plan was not adopted, and it was decided to make a last run after crowding everything that would burn into the fire-box; then they were to scatter and each one look out for himself. The fugitives dropped off the engine one by one, the last reversing it in the hope that it might yet damage their pursuers; but the steam was exhausted, the journals red hot, and as the pursuers learned, the tank brake was set and it did not get under headway enough to injure them.

It would, no doubt, be interesting to follow these brave men through their subsequent wanderings and imprisonment, but space will not permit, nor have we the necessary information and data at our command. Suffice it to say that all were captured, including the two who were left at Big Shanty, and after being imprisoned some time, Brown, Knight, Porter, Wood, J. A. Wilson, Hawkins, Wollam, Dorsey and Andrews escaped.

Andrews was recaptured, and with Campbell, Geo. D. Wilson, Ross, Shadrack, Slavens, Robinson and Scott, were tried, condemned and executed. Parrott, Buffum, Bensinger, Reddick, Mason and Pittenger were exchanged; and of those who escaped and were exchanged, all but Wood and Buffum were living not long ago. This sketch of perhaps the most thrilling incident of the late war is necessarily short and incomplete. We are under many obligations to those friends who have kindly aided us, and particularly to Capt. Fuller, whose portrait we give as he appeared then and as he appears now, twenty-four years after his memorable chase.

We will be glad to publish any corrections or additional items that any of our readers may be able to send us. We will also be glad to publish the portrait of any of those connected with the adventure, if any of our friends can send us photographs.

A Northern writer says of Fuller: "He was probably the only man in the Confederacy who could have saved the bridges on the Western & Atlantic Railway that day. With the exception of himself and his two companions, who were in a sense subordinate to him, though their services were of great value, no other person seemed capable of planning or doing anything whatever. With a conductor of less energy in the place of this man, the probabilities are that we would have had the whole day uninterruptedly for the accomplishment of our task. But for Fuller's daring and perseverance the extra trains would but have added to the number of wrecks along the line as one after another ran upon the places where the track had been torn up."

We give below an account of the pursuit and capture, published by the *Sunny South*, of Atlanta, in 1878.

To appreciate fully the situation, the daring deed of the twenty-two Federals, and the value of Capt. Fuller's achievement, it is necessary first to consider the status of affairs.

Early in the year 1862, Fort Donelson, after a heroic struggle, fell into the hands of the Federals. Gen. Bragg's forces evacuated Kentucky; Columbus and Nashville were abandoned by the Confederates; Island No. 10 was invested and the Tennessee River was filled with a vast army afloat, ready to strike into the center of the South. Gen. Buell, with 40,000 men, was marching across Tennessee; Gen. O. M. Mitchell was at Shelbyville, aiming for Chattanooga, at the head of a strong force; and Gen. Morgan was at Cumberland Gap ready to strike through to Knoxville. This in brief was the position of the Federal forces.

The Confederates under Gen. Beauregard were at Corinth, Miss., with smaller detachments scattered along the railroad to Chattanooga. All the commissary stores had been brought out of Kentucky and Tennessee to Atlanta, and forwarded to the Confederate army as needed. Supplies, reinforcements and communication with Gen. Beauregard, all depended on a line of railroads, forming an irregular parallelogram. The Northern side extended from Memphis to Chattanooga, the Eastern from Chattanooga to Atlanta, the Southern from Atlanta to Jackson, Miss., and the Western from Jackson to Memphis. The East Tennessee and Virginia Railroad intersected the parallelogram at Chattanooga. To destroy the Northern and Eastern sides was to isolate Gen. Beauregard and leave East Tennessee in the hands of Gen. Morgan. It would have prevented

the sending of reinforcements or supplies to the Confederates. The railroads were taxed to the utmost to transport troops and supplies to the Confederates and the importance of keeping the line free was felt by the Confederate authorities.

There were thirteen bridges on the Western & Atlantic Railroad, guarded by small detachments. These bridges cost about \$300,000, but their destruction would have involved a loss almost incalculable to the South at that time. It will be seen that although the risk undertaken by the Federals was great, the end to be accomplished was greater. They made their daring effort on the 12th of April, 1862, having succeeded in getting down to Marietta.

That morning Capt. W. A. Fuller left Atlanta at 6 o'clock in charge of the passenger train, having three empty freight cars next to the engine, which was intended to bring commissary stores from Chattanooga to Atlanta. When he reached Marietta, twenty miles distant from Atlanta, a considerable party of strangers, dressed in citizens' clothes, got on board and paid their fare, some to one point and some to another. They all claimed to be refugees from within the Yankee lines, desirous of joining the Confederate army.

Seven miles from Marietta, at Big Shanty, the train stopped for breakfast. Big Shanty has been noted for the past twenty years as a place to get a superb meal. Most of the passengers and train's crew went to the breakfast house, which was situated some forty feet from the track. At this time Big Shanty was the location of a camp of instruction called Camp McDonald, and there were only about 3,000 Confederate recruits there at the time, being drilled ready to send to the front, or into active service. The passengers had taken seats at the table. Capt. Fuller was sitting on the opposite side of the table from the railroad, and facing the train. He saw through the window some of the strangers who got on at Marietta, get on the engine in an excited manner, and start off rapidly, with the three freight cars detached from the passenger train. He remarked to his engineer, Jeff Cain, and Anthony Murphy who was present, the then foreman of the Western & Atlanta Railroad shop:

"Some person who has no right to do so, has gone off with our train."

All three rose up and hurried out of the house, just as the engine passed out of sight.

Some deserters had been reported as having left Camp McDonald, and the commanding officer had requested Capt. Fuller to look out for them and arrest any soldier who got on his train without a passport. Capt. Fuller had no idea that the parties in possession of the engine were Federals, but supposed it had been taken by parties desiring to desert Camp McDonald, and who would run off a short distance and abandon it. But he left Big Shanty with a clear and well-defined motive and a fixed determination to recapture his engine, no matter who the parties were. He started out on foot and alone, nothing daunted in putting his muscle in competition with steam. He soon reached Moon's Station, two miles from Big Shanty. Here he learned from the track hands that the men with the engine stopped and took from them by force all their tools. They reported that on the engine and in the freight cars there were some twenty-four or twenty-five men. While stopped here, a portion of the men gathered the tools, and others climbed the telegraph poles and cut the wires in two places, carrying away about one hundred yards of the wire. This statement satisfied Capt. Fuller that these men were Federals in disguise. This added new stimulus to his resolve. He started out now not only to capture his engine, but the Federals.

With the assistance of the track hands, he placed on the track a hand-car, such as is used to haul cross-ties and tools in, and pushed back for his engineer when he soon met Messrs. Murphy and Cain.

Knowing the schedules, grades, stations and distances so well, he was confident that by using great effort he could reach Etowah River by the time the fugitives could reach

Kingston. At Kingston he knew they would have to contend with a number of freight trains, which would necessarily detain them several minutes.

As soon as he got Murphy and Cain on board he told them his plan was to push on to Etowah as quickly as possible, for there he hoped to get 'Old Yonah,' an engine used at Cooper's Iron Works, and his plan proved successful. No men or set of men ever worked harder, used greater diligence, or were in more danger than they were, as the sequel will show. In the 'rapid transit' by hand-car, Capt. Fuller, Mr. Murphy and Mr. Cain took turns in pushing it, two running on foot and pushing, while the other rested. One mile from Moon's station they found a large pile of cross-ties on the track—placed there by the fugitives to obstruct pursuit. The obstructions were removed, and they pushed on to the Acworth. Here they pressed into service such guns as they could find, and were joined by two citizens, Mr. Smith who lives in Jonesboro, and Mr. Steve Stokely of Cobb county, who rendered valuable service in the subsequent pursuit. Resuming their journey they found no obstructions until they reached a short curve two miles from Etowah. Here two rails from the outside of the curve had been taken up. The result was the hand-car was ditched. In a few seconds Capt. Fuller and his men had the car on the track beyond the break, and with renewed energy and determination they pushed on to Etowah where, to their great joy, they found their engine as Capt. Fuller supposed they would. And it yet appeared a slim chance. The engine was standing on a side track with the tender on the turn-table. The tender was turned around and pushed to the engine and coupled up and a coal car attached. Some six or eight Confederate soldiers volunteered in the chase and took passage in the coal car.

From Etowah to Kingston Capt. Fuller ran at the rate of sixty miles per hour and found the fugitives had passed by. A large number of freight trains had pulled by the station so as to let the fugitives out at the farther end of the track. The agent informed Capt. Fuller that the leader of the fugitives claimed to be a Confederate officer who had impressed his (Capt. Fuller's) train at Big Shanty, and the three cars were loaded with fixed ammunition from Gen. Beauregard at Corinth. Capt. Fuller he said was behind with the regular passenger train. He insisted that the agent should let him have the keys of the switch and instruct the conductors of the down trains to pull by and get out of his way, as it was important for him to go on to Chattanooga and Corinth as rapidly as possible. So authoritative was he in his demand, and so plausible in speech, that the agent, a patriotic man, believing his story, carried out his request and so the fugitives, by the finesse of their leader, passed by one great obstruction. The freight trains were gathered here, and so heavy to move, that had Capt. Fuller stopped to get them out of his way to pass, his delay would have been too long. Finding he could not pass with the Old Yonah, he abandoned it. The Rome engine was on the Y, headed for Chattanooga with one car attached. He immediately took possession of it and continued the chase with all who would volunteer to go with him. He had not proceeded far before he found cross-ties on the track every 200 or 300 yards.

After passing Kingston they punched out the end of the rear car which enabled them to drop out the ties without slacking up. Capt. Fuller was forced to lose time in stopping to remove these obstructions. Laboring under these disadvantages the Captain redoubled his energy and proceeded to Adairsville. When he reached a point four miles from Adairsville he found sixty yards of track torn up, and set out on foot, calling on his men to follow. When he had gone half a mile, he looked back and saw none but Anthony Murphy following him. He made two miles as quick as he could run, and met the express freight. Having a gun and knowing the signal, the engineer recognized Capt. Fuller and stopped the train immediately. Knowing that Mr. Murphy was only a short distance behind, Capt. Fuller detained the train until he came up. He then took up a position at the rear end of the train, twenty car lengths from the engine, and started backward in the direction of Adairsville, without taking time to explain matters to the engineer or conductor.

When he got within 200 yards of the switch at Adairsville, Capt. Fuller jumped off the train, ran ahead and changed the switch so as to throw the cars on the side track. He accomplished this, changed the switch to the main track, and jumped on the engine. This feat was accomplished so quickly that the train and engine ran side by side for fully 300 yards. He has now only the engine, with the following crew on it: A. Murphy, Peter Bracken, the engineer, Fleming Cox, the fireman, and Alonzo Martin, wood passer. He resumed the chase, making Calhoun, ten miles distant, in twelve minutes. As he approached Calhoun, Capt. Fuller recognized the telegraph operator from Dalton, a lad twelve years old. The operator recognized Capt. Fuller, and as the engine passed by at the rate of fifteen miles per hour, grasped Capt. Fuller's hand held out to him, and was safely landed on the engine. The operator having discovered that the wire had been cut, made his way down to Calhoun, looking for the break.

As they sped along as rapidly as an engine, with five foot ten inch wheels, going backward, and 165 pounds of steam could possibly run, he then wrote out the following telegram to Gen. Leadbetter, then in command at Chattanooga:

"My train was captured this A. M. at Big Shanty, evidently by Federal soldiers in disguise. They are making rapidly for Chattanooga, possibly with an idea of burning the railroad bridge in their rear. If I do not capture them in the meantime, see that they do not pass Chattanooga."

Capt. Fuller's desire now was to reach Dalton and send the telegram before the fugitives could cut the wire beyond Dalton. Two miles beyond Calhoun, Capt. Fuller saw the fugitives for the first time, and from their movements they were evidently greatly excited. They detached one of the freight cars and left it at the point where they were discovered. They had partially taken up a rail, but that nor the car did not detain Capt. Fuller. He coupled the car to the engine without stopping, got on the top of the freight car and gave signals to the engineer by which he could run, as the car in front obscured his view. Two and a half miles farther Capt. Fuller came across another freight car which the fugitives had detached.

As before he coupled this on without stopping, and pushed on to Resaca, where he switched the two cars off on the siding. Again he started out with an engine only. Two miles beyond Resaca, while standing on the rear end of the tender, he discovered in a short curve a T rail diagonally across the track and being too close to stop, the engine went over it at the rate of fifty-five miles per hour.

After this until they reached Dalton, only occasionally were obstructions met with.

At Dalton he dropped the telegraph operator with instructions to put through the telegram at all hazards, and continued the chase. Two miles beyond he overtook the fugitives tearing up the track, in plain view of Col. Jesse A. Glenn's regiment, camped near by. They cut the telegraph wire just after the Dalton operator had flashed Capt. Fuller's telegram over it, preventing his receiving the usual acknowledgment from Chattanooga of "O. K."

The fugitives resumed their flight, and never perhaps did two engines with five feet, ten inch wheels make faster time than the pursued and the pursuer. The fugitives had the advantage in the fact that the "General" a "Rogers" was headed toward Chattanooga while the "Texas," a Danforth & Cook engine, was running backward. The fifteen miles to Ringgold and three miles beyond were made in less time than Capt. Fuller even made the same distance, in twenty-two years' experience as a conductor. Half way between Ringgold and Graysville he got within one-quarter of a mile of the fugitives, who, being so closely pressed set their only remaining freight car on fire with a view to cutting it loose on the next bridge. The smoke of the "General" plainly evidenced that she was lagging. The fugitives abandoned the engine and took to the woods in a westerly direction. Capt. Fuller now ran up and coupled on the burning car. The fire was extinguished and the car sent back to Ringgold in charge of the engineer. As Capt. Fuller

passed Ringgold he noticed some fifty or seventy-five militia mustering, and sent word back to the commanding officer to put all his militia on horseback, and send them into the woods in pursuit of the fugitives as quickly as possible. This was about half-past one o'clock.

Although jaded and fatigued, Capt. Fuller, A. Murphy, Fleming Cox, and Alonzo Martin took to the woods in pursuit.

When the fugitives abandoned the engine, Andrews, their leader said: "Every one take care of himself," and they left in squads of three or four. Four of them were run down in the fork of the river at Graysville, and one was forcibly persuaded to tell who they were.

The militia, mounted on fresh horses, took the woods that evening, and by the next day the last one of the fugitives were captured.

Capt. Fuller visited Andrews, the leader, while he was confined in prison at Chattanooga, and had a long conversation with him on the chase and object of their expedition. He stated to Capt. Fuller, in the presence of all the others, that he suggested to Gen. Mitchell while at Shelbyville, that he could take a detachment of soldiers, descend as far south as Marietta, and on their return trip, burn all the bridges on the Western & Atlantic Railroad in their rear. Gen. Mitchell said that if he would do this he would give him \$50,000 in gold, which was agreed to, and soldiers volunteered to go with him. It was afterward concluded that a large force would be necessary, and \$60,000 was asked for and agreed upon. The additional \$10,000 was to be divided among the volunteers, seven in number.

William Campbell, citizen of Kentucky; George D. Wilson, Co. B, 2d Reg. Ohio Vols.; Marion A. Ross, Co. A, 2d Reg. Ohio Vols.; Perry G. Shadrack, Co. K, 2d Reg. Ohio Vols.; Samuel Slavens, 33d Reg. Ohio Vols.; Samuel Robinson, Co. G, 33d Reg. Ohio Vols.; John Scott, Co. K, 21st Reg. Ohio Vols.

The following were detailed:

W. W. Brown, Co. F, 21st Reg. Ohio Vols.; William Knight, Co. E, 21st Reg. Ohio Vols.; J. R. Porter, Co. C, 21st Reg. Ohio Vols.; Mark Wood, Co. C, 21st Reg. Ohio Vols.; J. A. Wilson, Co. C, 21st Reg. Ohio Vols.; M. J. Hawkins, Co. A, 33d Reg. Ohio Vols.; John Wollam, Co. C, 33d Reg. Ohio Vols.; D. A. Dorsey, Co. H, 33d Reg. Ohio Vols.; Jacob Parrott, Co. K, 33d Reg. Ohio Vols.; Robert Buffum, Co. H, 21st Reg. Ohio Vols.; W. Bensinger, Co. G, 21st Reg. Ohio Vols.; W. Reddick, Co. B, 33d Reg. Ohio Vols.; E. H. Mason, Co. K, 21st Reg. Ohio Vols.; W. Pittenger Co. G, 2d Reg. Ohio Vols.

As none of the prisoners denied the statement of Andrews, it seems to have been a true statement of the case. Andrews laughingly said that inasmuch as Capt. Fuller had defeated him, the State of Georgia, or the Southern Confederacy, if it lived long enough, ought to pay Capt. Fuller the \$60,000 for saving the bridges.

The Federals were then pressing on Chattanooga, and the prisoners were removed to Knoxville, then under the command of Gen. E. Kirby Smith.

At Knoxville a court was organized, none of the court being under the rank of Lieutenant. There were two Colonels and one Major. The balance were Captains and Lieutenants. The president of the court was Col. Leander W. Crook, then in the Confederate service, but formerly Judge of the Rome Circuit. The trial was conducted in a most solemn manner, only one prisoner being tried at a time.

The prisoners were ably defended by Hon. John Baxter and Judge Gault. The witnesses were William Pittenger, one of the detailed men, and Capt. W. A. Fuller. Pittenger's evidence was as to the object of the expedition, and what they tried to do. Capt. Fuller's testimony was as to what they did and tried to do. Upon this testimony the seven volunteers and the leader Andrews were convicted. The others were not tried. Eight of them, viz: Brown, Knight, Porter, Wood, Wilson, Hawkins, Wollam and Dor-

sey escaped in October from Fulton county jail. Parrott, Buffum, Bensinger, Reddick, Mason and Pittenger were exchanged in March, 1863.

In his evidence, Pettenger stated that during the chase, Andrews' men came near open mutiny. They proposed to stop the engine in a short curve, and ambuscade and kill Fuller and his men as they came up, but Andrews would not agree to it. Capt. Fuller was not aware of this danger, but he pressed his pursuit so hotly that they had little time to take on wood and water. When the "General" gave out the fugitives were burning oil cans, the tool box and planks ripped off the freight car. As they abandoned the engine, they reversed her in order to bring on a collision with Capt. Fuller's engine, but in their excitement they left the break on on the tender, and the steam had not sufficient force to back the engine.

On the 14th of June, 1862, the prisoners were brought to Atlanta. Andrews was executed according to the decree of the court, sanctioned by Gen. E. Kirby Smith, commanding the department. He was hung in the hollow near Walton Springs.

Campbell, Wilson, Ross, Shadrack, Slavens, Robinson and Scott were hung ten or fifteen days afterward, a little southeast of the Atlanta cemetery.

Wilson was granted permission to speak, and denied being a spy, claiming to have been detailed as a soldier to perform what he did.

Ross, while under the gallows, requested Capt. Fuller to mark his grave, and if he survived the war inform his (Ross') father and mother where he was buried.

After the war, Capt. Fuller wrote to Ross' father at Christianburg, Ohio, who subsequently came out here for his son's remains.

When the trap was sprung three men fell to the ground, the rope breaking. These men were Slavens, Campbell and Shadrack—all heavy men. The rope was readjusted and the trap sprung the second time, with fatal effect.

O. Winningham was officer of the day, and Col. W. J. Lawton commandant of the post. Mr. Winningham wishing to be excused, Col. Cruz was detailed to conduct the execution.

Capt. Fuller during the war witnessed the execution of thirty persons, but says he never saw as brave men as these were.

At the execution of Andrews, it was seen that his feet were touching the ground. A man named Jim Barnes, as an act of humanity to the suffering man, removed the earth from under his toes, which were just tipping the ground.

Three or four accounts have been published concerning this chase: John S. C. Abbott, in his "Heroic Deeds of Heroic Men;" William Pittenger in his work, entitled "Daring and Suffering;" an article in the "Southern Confederacy," and another in the Confederate *Monitor*.

Lt. Pittenger, in his "Daring and Suffering," gives a graphic account of the race, but in the excitement of the affair, he viewed it at a different standpoint from that of the real facts. Yet, his account in the main is correct as to his part of the occurrence. He says: "At the next station, Andrews borrowed a schedule from the tank-tender, telling him that he was running an express powder train for Beauregard." The article in the Southern Confederacy stated that: "The fugitives, not expecting pursuit, quietly took in wood and water at Cass Station, and borrowed a schedule from the tank-tender upon the plausible pretext that they were running a pressed train, loaded with powder for Beauregard." The tank-tender was named William Russell, who said that he would give his shirt off his back to Beauregard if it had been asked for.

Pittenger says: "We obstructed the track as well as we could by laying on cross-ties at different places. We also cut the wires between every station. * * Finally, when we were nearly to the station where we expected to meet the last train, we stopped to take up a rail. We had no instruments for doing this but a crow-bar, and instead of pulling out the spikes as we could have done with the pinch bars used for that purpose by

railroad men, we had to batter them out. * * Just as we were going to relinquish the effort, the whistle of an engine in pursuit sounded in our ears. * * With one convulsive effort we broke the rail in two, * * and we took up our precious half rail and left. * * We were scarcely out of sight of the place where we had taken up the half-rail, before the other train met us. This was safely passed. * * When our pursuers came to the place where the broken rail was taken up, they abandoned their engine, and ran on foot till they met the freight train, and turned it back after us. * * We adopted every expedient we could think of to delay pursuit; but as we were cutting the wire near Calhoun, they came in sight of us * * We instantly put our engine to full speed, and in a moment the wheels were striking fire from the rails in their rapid revolutions. The car in which we rode rocked furiously and threw us from one side to the other like peas rattled in a gourd. * I then proposed to Andrews * * to let our engineer take the engine out of sight while we hid in a curve after putting on a cross-tie on the track; * * when they checked to remove the obstructions, we could rush on them, shoot every person on the engine, reverse it and let it drive at will back as it came." Pittenger corroborates Capt. Fuller in all the essentials, even to firing the freight car.

The article in the Southern Confederacy says of the fugitive Federals: "They had on the engine a red handkerchief * * indicating that the regular passenger train would be along presently. They stopped at Adairsville, and said Fuller with the regular passenger train was behind, and would wait at Kingston for the freight train, and told the conductor to push ahead and meet him at that point. (This was done to produce a collision with Capt. Fuller's train). * * When the morning freight train reached Big Shanty, Lieut.-Cols. R. F. Maddox and C. D. Phillips took the engine, and with fifty picked men * * followed on as rapidly as possible (Capt. Fuller on his return met them at Tunnel Hill and turned them back.) * * Peter Bracken, the engineer on the down freight train, ran his engine 50½ miles—two of them backing the whole freight train up to Adairsville—made twelve stops, coupled the two cars, dropped by the fugitives, and switched them off on sidelings—in one hour and five minutes. (Capt. Fuller fully corroborates the invaluable service rendered by the veteran Bracken).

Another interesting incident of the chase is the fact that on the return from the pursuit of the fugitives in the woods, Capt. Fuller was so exhausted that he had to lie down on the back of a mule and be held there by a man walking on each side. The bloodvessels of his thighs bursted from his extraordinary effort.

It cannot be gainsaid that the expedition, in the language of Judge Hall: "In the daring of its conception, had the wildness of a romance; while in the gigantic and overwhelming results it sought and was likely to accomplish, it was absolutely sublime." We would not detract from their laurels. It was a deep laid scheme on a grand scale.

They were impelled by the hope of reward in money and fame, and devotion to their cause. They seized every moment and converted every opportunity to their own advantage. It appeared as if everything favored their success. On the other hand, Capt. Fuller had all the odds against him. He had to start on foot, use a hand-car, remove obstructions, fix up engines, shift trains, abandon one engine to take a new one, and made the lastrace with an engine running backward.

Dangers beset him on every hand. Rails and cross-ties threatened to wreck his engine, himself and men, and the enemy might ambuscade and kill them. The trains that he thought likely would detain the fugitives, did not accomplish that end, but were simply in his own way. His chase commenced on foot and ended on foot.

Capt. W. A. Fuller was born in Henry county, Ga., on the 15th of April, 1836. His father was born in Morgan county, Ga., February 17, 1810. His grandfather, John Fuller, was born and raised in Camden District, S. C., and was in the battle of Camden, when Gen. Gates was defeated.

Capt. Fuller worked in the cotton field until he was sixteen years of age. He was educated at the Philadelphia Academy, entered the service of the Western and Atlantic Railroad as conductor, on the 8th day of September, 1855, at the age of nineteen, and continued in that service for twenty-two years.

ADVANTAGES TO TRAVELERS.

The editor of a prominent city paper in the Northwest writes as follows of the great advantages offered the public by "The Niagara Falls Route:—"

A person needs to take but one trip East over the Michigan Central Railroad to be convinced that no other road running between Chicago and Buffalo offers the advantages that this thoroughfare does.

In the first place the location of the road is such that it gives travelers the advantage of viewing the finest farming lands to be found in the State of Michigan, running through the principal cities and towns, thence through Lower Canada, stopping at Falls View near the brink of the Horseshoe Fall, where the grandest of all views may be obtained from the car window, and crossing the Niagara River over the new cantilever bridge, one of the largest and finest in the United States, from which new views of the Falls and Rapids are afforded. At Buffalo you make perfect connection with the four-track New York Central railroad for New York, Boston and New England.

Aside from the above advantages it fully sustains the reputation which it has so long enjoyed of having as fine, if not the finest, rolling stock of any of the Eastern roads. All through trains have, in connection with their regular passenger coaches (which, by the way, are always neat, well warmed and finely upholstered), beautiful drawing room and palace cars, and also dining and sleeping cars which are not excelled by any road in the country.

Particular mention should be made of their dining cars, which are supplied with all the luxuries of the season, admirably prepared and elegantly served, so that the traveler may dine at his ease as in a first-class hotel, while speeding along at fifty miles an hour.

By this route you may leave Chicago one hour later and arrive in New York about the same time that you would if you were to take either of the other competing routes.

One of the notable features in regard to this road is the uniform courtesy of the employes. Ladies traveling without escort may be assured of proper care and attention at all times.

*FAST PASSENGER TRAINS AT LAST.**LIMITED TRAINS BETWEEN CHICAGO, MILWAUKEE, ST. PAUL AND MINNEAPOLIS.*

On and after May 2d, 1886, the Chicago, Milwaukee & St. Paul Railway will, in addition to its present excellent through train service, place extra trains on its Short Line between Chicago, Milwaukee, St. Paul and Minneapolis to be known as "Limited" which will make the run between Chicago and St. Paul in twelve hours and twenty minutes, and between Chicago and Minneapolis in twelve hours and fifty-five minutes. These trains will run daily, except Saturday, and the west bound train will leave Chicago at 7.30 P. M., Milwaukee at 10.05 P. M., and arrive at St. Paul at 7.55 A. M., and Minneapolis at 8.30 A. M. The east bound train will leave Minneapolis at 7.00 P. M., St. Paul at 7.35 P. M., arriving at Milwaukee at 5.20 A. M. and Chicago at 7.55 A. M., thus enabling passengers to get supper at starting point and breakfast at destination. These trains will be a great convenience for business men, commercial travelers and all other first class passengers. Each train will be made up of Pullman's newest and best sleeping cars, with smoking compartments, elegant day coaches and baggage cars.

No extra passage fare will be charged, and for such as desire sleeping car accommodations the charge for berths will be the same as heretofore. First class tickets only (including book mileage tickets) will be accepted on the "Limited." For further details passengers are referred to the time-tables and other advertising matter of the Chicago, Milwaukee & St. Paul Railway and to the Coupon Ticket Agents throughout America.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

LXXIX.

Train Service—Unlawful Rate of Speed.—Negligence of Engineer and Conductor.—

This action was brought to recover for the life of a boy seven years old, who was run over by defendant's cars, while in company with an older brother on their way to Sabbath School. The complaint alleges negligence upon the part of the train officials in running their train through the city at a rate of speed prohibited by law, and that the rate of speed of the train caused or materially contributed to the injury and death of the deceased, who it alleges was in the exercise of due care and caution.

The defendant admitted the running of the train at an unlawful rate of speed through the city, and defended on the ground of negligence upon the part of the deceased and his parents in permitting a boy of seven years of age to wander upon the track.

There were two trials of the cause, the previous judgment being reversed on the ground of error. On the second appeal it is:

Held, That it is gross negligence on the part of the railroad company to run its trains through a town or city at a rate of speed prohibited by law, and if the officers and servants do so run its trains, and thereby cause the death of a person who is himself in the exercise of due care and caution, it is liable in an action by the representatives of the person so killed.

Held, That as a rule persons about to cross a railroad track are required to look up and down the track, and watch for the approach of trains before attempting to cross, and if such precaution is neglected there can be no recovery; but this rule cannot be applied to an infant of tender years. Judgment for \$2,000. Affirmed.

Chi. & Alton R. R. Co. v. Becker, Admr. Ill. S. C.

NOTE.—Police regulation in regard to the running of trains through a town or city differs widely in the respective States. Some States have imposed severe penalties, while others are more conservative in the standard of lawful rate of speed. Pennsylvania statute has no uncertain sound and comes within a shadow of making it a criminal offence upon the part of the servants in charge of a train who unlawfully and willfully run their trains upon and injure, kill or maim a person while lawfully engaged upon its tracks, provided the deceased is not a trespasser.

LXXX.

Liability—Passenger Deceased—U. S. Mail Agent—Negligence of Conductor and Engineer.—Suit by the widow and minor children to recover for the life of her deceased husband, who at the time of his death was "route agent" of the U. S. Postoffice Department, and duly appointed to the defendant's road. The evidence showed that the deceased while en route between A and B, his daily run, and at his post of duty, was killed in a collision with another mail train of the defendant company. That the collision was caused by the negligence or misconduct of the conductor and engineer in charge of the train with which the deceased's train collided, in neglecting or disobeying orders and in the failure to take the necessary precaution to call at a station to obtain telegraphic orders. Judgment for \$5,000 was awarded plaintiff, and the company appealed. The law is: "That when any person shall sustain personal injury or loss of life while lawfully engaged or employed on or about the roads, works, depots and premises of a railway company, or in or about any train or car therein or thereon, of which company such person is not an employee, the right of action in all such cases against the company shall be only such

as would exist if such person were an employe, provided this section shall not apply to passengers." On appeal, reversing it was:

Held, That a route or mail "agent" in the employ of the United States Postoffice Department, while traveling on a railroad in the performance of his duties, is not a passenger within the meaning of the act.

Held, That a passenger, in the legal sense of the word, is one who travels in some public conveyance by virtue of a contract, expressed or implied, with the carrier, as the payment of fare, or that which is accepted as an equivalent therefor.

Held, That a mere trespasser, a person who steals a ride upon a train, or who is employed thereon, is not a passenger, and is not entitled as such to protection.

Penna. Ry. Co. v. Price, Penna. S. C., Nov. 12, 1886.

NOTE.—The mistake made in this case was in the bringing the action for damages for the loss of life to a passenger. The contract between a passenger and a carrier is to safely transport him on the payment of fare from one place to another, and the duty so to do must grow out of such a contract. In this case the deceased was a stranger to the arrangement between the government and the company for the carriage of the mails, and no promise was made to him by the company for safe carriage, no consideration moved from him to it. He went along with the mail to distribute and have control of it, and his being on the train was incident to the service he was performing. He was the paid agent of the government to perform such service, and was in no sense a passenger. Such persons when hurt, or killed, a recovery may be had against the employes whose want of care injured them, but not against the company. This decision has met with some criticism and contra decisions may be found in 65 N. Y. and 15 N. Y. S. C. Reports.

LXXXI.

Railway Courtesy—Free Pass—Contract with Minor.—In an action to recover for an injury, it was:

Held, that a condition in a free pass issued by a railway that the passenger accepting it will make no claim for damages for injuries caused by the railroad servants is a reasonable one, though the passenger was a minor, and the injuries were caused by gross negligence on the part of the servants of the railroad.

Griswold v. N. Y. & N. E. R. R. Co., Ky. S. C., recent case:

NOTE.—The above is contrary to the weight of authority in this country. A railway company cannot contract against liability for negligence. Admitting that our courts are divided upon this subject, especially in regard to a limited liability, yet it must be admitted however, that the weight of authority in this country is in favor of excluding it altogether as an element of contract between the carrier and passenger, and of holding the former to a rigid responsibility for every degree of negligence, without the power by contract or in any other mode to divest himself of it. In the case of Ry. Co. v. Lockwood, 17 Wall. 357, where a passenger was traveling on a drover's pass, the contract being a waiver of all claim for damages for injuries received, etc., in an action for damages it was held that the relieving of the carrier from responsibility for the negligence of his servants, was neither just nor reasonable in law, and the contract in this case declared to be totally void, and the defense was totally disallowed. In the case of a free pass, the carrier is under the same obligations as to care and vigilance as he is to a passenger for hire; and as to passengers to whom passes are given which are predicated upon any consideration, he cannot absolve himself from liability for injuries resulting from gross negligence by any notice to that effect printed upon the pass, as such conditions are against the policy of the law. 51 Penn. St. 316. It has been:

Held, However, that when tickets or passes are *purely gratuitous*, the person receiving may by special agreement assume all risks of the journey incident to the mere negligence of the company. *Railway Co. v. Reed*, 37 Ill. 484 (see also, 21 Ind. 48; 24 N. Y. 181).

LXXXII.

Negligence—Conductor's Place on Train—Evidence.—Suit to recover for injuries inflicted on plaintiff by reason of unsafe condition of the road. Company denied liability and answered that plaintiff as an employe (conductor) of the company negligently left the post of duty assigned to him under the rules and regulations of the company, where he would have received no injury, and went upon the engine where his duty did not call him, and thus contributed to the injury complained of. The evidence showed that the conductor went upon the engine and requested the engineer "to go slow and look out for work trains, as they were liable to get out of their limit."

Held, That while his duty was, under general orders, to be upon the middle of his train to direct his crew and regulate the speed of his train he was liable in an exigency to be called elsewhere, and was therefore justified in leaving his place to communicate with the engineer, and if no more time was taken than was necessary for the purpose he cannot be convicted of negligence contributing to his own injury by going from the cars of his train on to the locomotive. Judgment affirmed.

S. & C. Railway Co., v. Galbraith, Penna. S. C., April 16, 1886.

LXXXIII.

Liability for Detention of Passenger—Willful Acts of Conductor.—Action to recover damages for detention upon a train. The plaintiff and wife in this case contracted with defendant company for a safe and speedy carriage from A to B. The train upon which they took passage was willfully and unnecessarily stopped and side-tracked en route by the conductor, during a stormy night, and they were obliged to remain upon it all night and far into the next day, from inability to procure other accommodations. The wife became ill from the effects of the exposure, and experienced great suffering, from which her health was permanently injured. The company defended on the ground that the delay en route was the willful act of the conductor unauthorized or approved by the company, and claimed that the defendant was not liable for such unauthorized misconduct of a servant.

Held, That it is no defence to an action against a railroad corporation for its failure to transport a passenger with proper dispatch, that the detention was a willful act of the conductor in charge of the train.

Held, That it is immaterial whether a breach of contract result from the negligence or the willfulness of the company's agents; if his act is within the scope of his employment and authority, the company is liable.

Weed v. Panama R. R. Co., N. Y., S. C.

LXXXIV.

Protection to Passengers—Sleeping-Car Companies—Theft—Negligence.—In a suit to recover for the loss of a diamond pin alleged to have been stolen from plaintiff while occupying a berth on a sleeping car disclaiming all negligence on his part, it was:

Held, That the sleeping-car company was not liable in such cases unless negligence is shown on its part, or on the part of its servants in charge.

Held, That the common carriers or inn-keepers' liability does not apply.

Pullman Palace Car Co. v. Gaylord, Ky. S. C., April, 1886.

NOTE.—In view of the great conflict of decisions on this subject it is difficult to settle upon the precise *status* of sleeping-car companies in relation to the public. The legal *status* of such companies has been variously stated. It has been said to be: *First*, That of a common carrier; *Second*, That of a passenger carrier, and, *Third*, That of an inn-keeper. Yet, with one or two exceptions, no decision has adopted one of these views. Indeed, the courts have rarely attempted to define the legal *status* of these companies. They have contented themselves with denying the perview of either of the above, and holding that these companies are responsible only for negligence.

LXXXV.

Female Passenger—Negligence—Contract Defined.—This is an appeal from a judgment in favor of the plaintiff for \$13,191 for the loss of a foot, caused as alleged by the negligence of the conductor and engineer in starting a train the instant she attempted to board it. The evidence showed that the train upon its arrival at the station stopped and remained stationary until all the passengers desiring to leave the train had left it and disappeared from the conductor's sight, and all present who so desired had gone into the cars. The conductor observing that the station platform was cleared and empty, and that no

conceivable duty of delay remained, he gave the signal for starting and entered the cars, and the train started. At that precise moment, according to her own account of the accident, the plaintiff had reached one of the cars, taken hold of the rail and put one foot on its step, and then, and not before the train moved, and she was thrown down and suffered an injury. It was argued in the trial court that when the plaintiff had purchased her ticket at the office below she acquired upon the instant the right to take passage upon this particular train and the company were bound to know that she was coming and hold the train until her arrival, and that it was negligence in the conductor in starting the train at the moment he did.

Held, That under the evidence the plaintiff's ticket gave her no such special right to take that train, that she was a belated passenger, and the ticket sold her only gave her a general right to take any train bound to her destination which stopped at that station, provided she presented herself in time, and did not require its special delay for her special benefit. Judgment reversed.

New York Central etc. Ry. Co. v. Paultsch, N. Y. S. C., April 20, 1886.

NOTE.—This is a decision of interest to railway companies. If the conclusion reached by the trial court is right the carrier will be held liable for all damages occurring to persons attempting to board moving trains at any regular station. In this case there was not time for her to board the train after purchasing her ticket and was contended to be a breach of the contract to carry her which would entitle her to damages. If such a rule or doctrine applied, it would be negligence as matter of law to sell tickets without closing the office long enough before the departure of a train to enable every purchaser to reach it, and it must start upon signal from the ticket office that such time has been given. No such rule has ever been adopted. A purchaser must present himself for passage before the signal is given for a start, and if he comes after that, it is not negligence as against him that the train starts in obedience to the signal. Gates are used and shut against belated passengers by some companies, but that has nothing to do with this question. The question of negligence must decide this question, and who the negligent party is depends upon the evidence in the particular case.

LXXXVI.

Family Ticket—Expulsion Age—Excessive Damages.—This is an action to recover damages for being unlawfully and harshly expelled from defendant's train. Trial was had and a verdict of judgment for \$1,000 awarded. The defendant appealed. The evidence showed that the plaintiff, over twenty-one years of age, took passage upon defendant's train for passage to Elgin. He presented to the conductor a family ticket, which was refused, solely on the ground that appellee was not entitled to ride upon the ticket as he was more than twenty-one years of age. Fare was refused and the conductor forcibly expelled him from the train at a station on the road. Plaintiff received no personal injury and no more force than necessary used to expel him. He was and had always lived with his father.

Held, That a railroad ticket which on its face purports to be for the exclusive use of a man and his family authorizes a son who is residing with the father as a member of his family to ride upon the road, notwithstanding he may be over twenty-one years of age, unless informed by the giver when obtained that sons or daughters of age would not be included.

Held, That where a party is forcibly and unlawfully ejected from a car, in the presence of the other passengers, and the conductor publicly announces that he has refused to pay his fare, a jury may properly find from such facts that the party thus ejected suffered feelings of shame and humiliation, without any other proof on that subject.

Held, That where a party was ejected from a railroad car unlawfully, and suffered no personal injury, and delayed only one day in reaching his home, pecuniary loss not more than \$10, verdict for \$1,000 was excessive and for this reason the judgment is reversed, and a new trial ordered.

C. & N. Ry. Co. v. Chisholm, Ill. S. C.

YARDMASTERS' DEPARTMENT.

All communications for this department should be addressed to THE RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn St., Chicago, Ill., until further notice.

The Annual Convention of the Yardmasters' Mutual Benefit Association will be held in St. Paul, Minn., commencing at 10:00 A. M. Wednesday, June 9. All interested please take notice.

OGDEN, May 3rd, '86.

Mr. P. Daniles, Editor Railway. Conductors Monthly:

Dear Sir.—I have a few words to Say In Regards to a Black. Mail in your Monthly from S. Sewart, Denver Colo. I Left Denver in Goodstanding with The U. P. Co I have worked for The U. P. Co. 10 years all ways Payed My Bills and when I Left Denver I Left The money with Stewart to Pay My Bills with Stewart is a Black Mailer and The K. of L. Boys Knowes it to. Be true Please Put This in *your* monthly for The Benfit of all hard working and Laboring Rail Road me

A. L. ROBERTS
U. S. Dect.

DERRY, PA., April 24, 1886.

To the Members of Y. M. M. B. Association:

Gents:—It is with pleasure I issue this my call for our Twelfth Annual Convention, which convenes in St. Paul Wednesday, June 9, '86, at 10 A. M. Arrangements for special hotel accommodations will be made, and you will be advised by circular accompanying the Secretary and Treasurer's annual report. Delegates will wear the usual badges designating the name and number of their Division. As there will be much business of importance come up for your consideration, it is hoped each Division will send their full complement of delegates, and that many of them may be accompanied by their ladies.

Yours very truly,

J. C. CAMPBELL, President.

YARDMASTER'S MUTUAL BENEFIT ASSOCIATION.

UNITED STATES AND CANADA.

PRESIDENT'S OFFICE, DERRY, PA., May 5, 1886.

Gentlemen:—The Twelfth Annual Meeting of our Association will convene in St. Paul, Minn., Wednesday, June 9, 1886, at 10 o'clock A. M., and it is earnestly desired that each Division send their full complement of delegates, as business of vast importance will come up for your consideration. The report of the Committee appointed last year to draft new Rules for our Association will be presented for your consideration with other matters.

Delegates will wear the usual badges, with the name and number of their Division thereon.

Arrangements have been made at the Merchant's Hotel at \$2.00 per day, and headquarters will be at that house.

In addition to the annual report of our Secretary and Treasurer, I wish to call your special attention to the numerical and financial statement of our Association from its organization to the present date.

Hoping we may have a large delegation at our Convention, and that many will be accompanied by their ladies,

I am, very respectfully,

J. C. CAMPBELL,
President.

Numerical and Financial Statement of the Association, from February 25, 1875 (date of organization), up to and including the Fiscal Year ending April 30, 1886.

| MEMBERSHIP. | | | | | RECEIPTS. | | | | | EXPENDITURES. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Charter Members, Feb. 25, 1875. 34 | 1 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 12 |

SECRETARY AND TREASURER'S TWELFTH ANNUAL REPORT.

INDIANAPOLIS, IND., April 30, 1886.

| | |
|--|-------------|
| Number of Members April 30, 1885..... | 1,232 |
| Number of new Members since April 30, 1885, to April 30, 1886..... | 381 |
| | <hr/> 1,663 |
| Number of Members forfeited Membership for non-payment of Assessments..... | 193 |
| Number of Members deceased..... | 17 |
| Number of Members Totally Disabled..... | 1 |
| | <hr/> 211 |
| TOTAL MEMBERSHIP..... | <hr/> 1,452 |

RECEIPTS.

| | |
|---|-------------|
| Cash in Treasury April 30, 1885..... | \$1,592 52 |
| Cash received from Admission Fees..... | 762 00 |
| Cash received from Assessments..... | 16,742 25 |
| Cash received for new Certificates..... | 3 50 |
| Cash received for re-instatements..... | 2 00 |
| | <hr/> |
| TOTAL..... | \$19,102 27 |

EXPENSES.

By cash paid—

| | |
|--|-----------------|
| Bal. of Sec. and Treas. salary for the year ending April 30, 1885..... | \$1,125 00 |
| Mrs. Mary E. Corbett, Argentine Kan....., Claim No. 56 | 1,000 00 |
| Mrs. Bridget O'Connell, Chicago, Ill..... | " " 57 1,000 00 |
| Mrs. John A. Cooper, Utica, N. Y..... | " " 58 1,000 00 |
| Mrs. Henry McNally, Chicago, Ill..... | " " 59 1,000 00 |
| Mrs. Daniel J. O'Brien, Connellsville Pa..... | " " 60 1,000 00 |
| Mrs. Frances Boyle, Cleveland, Ohio..... | " " 61 1,000 00 |
| Mrs. Thomas H. Hurd, St. Vincent, Minn..... | " " 62 1,000 00 |
| Mrs. Bernard F. Rafferty, Derry, Pa..... | " " 63 1,000 00 |
| Mrs. Byron Simpson, Green Bay, Wis..... | " " 64 1,000 00 |
| Mrs. John D. Decker, Newburgh, N. Y..... | " " 65 1,000 00 |
| Mrs. Frank W. Yeaton, Concord, N. H..... | " " 66 1,000 00 |
| Mrs. W. W. McChesney, Green Island, N. Y..... | " " 67 1,000 00 |
| Mrs. Lewis W. Drisco, Chicago, Ill..... | " " 68 1,000 00 |
| Father of John F. Ryan, St. Louis, Mo..... | " " 69 1,000 00 |
| Mrs. Michael C. Whalon, De Soto, Mo..... | " " 71 1,000 00 |
| Mrs. John King, Jr., Toledo, Ohio..... | " " 72 1,000 00 |
| For Postage..... | 120 56 |
| " Printing..... | 164 75 |
| " Stenographer..... | 20 00 |
| " Exchange, express, etc..... | 14 55 |
| " use of hall at Philadelphia..... | 20 00 |
| Sec. and Treas. salary for year ending April 30, 1886..... | 1,500 00 |
| | <hr/> 18,064.86 |

Balance in Treasury..... \$137 41

*Paid out of surplus funds.

Audited May 6, 1886, and found correct.

JOSEPH SANGER, *Sec. and Treas.*JOHN Q. HICKS, {
GEO. F. DAVID, } *Ex. Committee.*

—We acknowledge a pleasant call from Mr. Houlahan, Train master of the Rock Island division of the "Q," a few days since. Mr. Houlahan is a genial gentleman who is highly esteemed by all who come in contact with him.

—What one cent will do. Send your name and address on a postal card to the M. E. A. Co., 1267 Broadway, New York City, and obtain full particulars of a positive cure for nervous debility, and all sexual weaknesses, without medicine.

MENTIONS.

—Still another; Bro. Dan is a good member of the Order. Conductor Dan McClain was married Tuesday to Miss Rosa Holt of Jamestown, N. Y. Dan is one of the best men in the Company's employ.

—C. X. Smith, an old C. & N. W. passenger conductor, has taken a similar position on Chicago & Alton as extra.

—Bro. A. G. Guernsey, Bloomington Division 87, Conductor "Dwight accommodation," Chicago & Alton, has gone to Colorado for his health. We trust he will return with his system full of the coveted article.

—A correspondent wrote the following: "The Grand Division, by a vote of 198 to 9, told them they were wrong, etc," but the compositor and proof reader made him say "198 to 199," a manifest error.

—Bro. J. C. Sheldon, Quaker Street, N. Y., wishes very much to procure a copy of No. 12, Vol. 2, of the MONTHLY. If any of our readers have one that they can spare they will confer a favor by advising him.

—Bro. J. D. Swan, of Indianapolis, Division No. 103, has resigned his position as passenger conductor on Chicago & Alton, and accepted a position as Depot Master, St. Louis, Mo., the position so long and acceptably filled by Bro. Stillwell.

—The marriage of pretty Miss Rosa Holt, formerly clerk in Mrs. Rickard's store, to Dan McClain, was a surprise to many friends. Rosa will make Dan a good wife, and Dan—well Dan is a jam up good fellow. The ceremony was performed at Bradford, Ohio.

—We are pleased to note the promotion of Bro. M. Stillwell of St. Louis Division No. 3, who has been Depot Master at the Union depot in St. Louis for some time past. He is now Train Master on the Oregon Short Line at Pocatello, Idaho, and we can assure the employes there that so long as they try to do right, they will have no occasion to complain of the Train Master.

—Sorry we have not room for a long account of the Union meeting at Rock Island, which is published by the *Argus*. The R. I. & P. railway ran a special train from Peoria to accommodate the boys, and there was a large attendance, and a pleasant and instructive meeting.

—If any of the Brothers can give any information as to the whereabouts of Bro. Edward Higgins, a member of Lack Division No. 12, when last heard from was in Texas, it will be thankfully received by his parents at Kingston, Luzerne Co., Pa., or P. F. Duffy, S. and T., No. 12, 1602 Price St., West Scranton, Pa.

—Among our visitors we note Brothers J. S. Savage, C. D. Rossetter, Wm. Kilpatrick, S. C. Nessling, A. C. Sinclair, J. P. Esmay, A. W. Conner, W. M. Knight, A. Dempsey, Thos. Quinn, F. L. Stetson, W. H. McDougal, F. C. Strickland, J. W. Hodgins, C. L. Loveland, W. F. White, Jerry O'Neil, W. M. Buckland, Ed. A. Sadd, M. Sheehan, F. M. Shultz, J. G. Shasberger, S. H. Hussey, C. H. Wilkins, E. A. Collins, Jas. Fitzgerald, J. C. Dedrick, D. T. Getter, W. Stevens, O. H. Ayers, Milo Burns, T. F. Whalen, and many others. "Dick" Fitzgerald selected a time when we were not at home and came in and overhauled things. We will have a spring gun attached to the door knob when he comes again.

—May 30 Chicago Division No. 1 will hold a grand union meeting, in which they will be joined by Stanchfield No. 41, to which every member is invited, and both these

Divisions are noted for making the boys feel at home. Chicago is an excellent place to get to, and a good place to stay as long as you want to, at least, so a large attendance is expected. June 13 Friendship No. 81 will entertain all who will visit them. Supt. Brown, of the "Q," will run a special train from Rock Island connecting with the trains from the West at Monmouth and Bushnell, and Gen. Supt. Kerrigan, of the Missouri Pacific will furnish a chair car, and anything else that is wanted, for those who desire to go from St. Louis. Next Sunday, the 23d inst., the clans will gather at La Crosse, and enjoy "a feast of reason and a flow of soul," in the wigwam of 61. It is not known at this writing whether the "Big Sachem" of the "Chemung" will be on hand or not, but Chiefs Johnson, Wade, Mullen, and others of the tribe will have their "war paint" on.

—The St. Thomas Times, of St. Thomas, Ont., informs us that Brother William Martin' Chief Conductor of Union Division No. 13, was made the recipient of a handsome watch charm, by the brothers of his Division, suitably inscribed as follows: "Presented to W. A. Martin, Chief Conductor, by the members of Union Division No. 13, St. Thomas." The presentation was made at his home in St. Thomas, in presence of about fifty brothers and their wives. The presentation was made by Bro. J. W. McFerran, Past Chief Conductor. Bro. Martin was also presented with a silver cup by his engineer, Mr Hugh Riley. It was a very pleasant occasion, and will long be remembered by all its participants. Bro. Martin and wife sailed Tuesday, May 12, for Great Britain and the Continent, in the State Line Steamship, "Nevada," carrying with him the best wishes of his thousands of friends at St. Thomas, with which the MONTHLY desires to be associated in wishing him a pleasant and enjoyable time, and a safe return.

In Memoriam.

"SLEEP THAT NO PAIN SHALL WAKE."

Clark.—The funeral services of Mr. E. M. Clark, the conductor who died at St. Joseph last week, took place from the family residence, 605 West Ninth street, in this city, yesterday, under the auspices of the local Order of Railway Conductors the following visiting members being present:

J. B. Strock, Division 94, Altoona, Wis.; F. A. Dean, S. and T., Division 94, Altoona, Wis.; Fred. Stearns, C. C., Division 74, Decatur, Ill.; C. F. Skidmore, Division 11, Emporia, Kas.; James B. Engle, C. C., Division 11, Emporia, Kan.; A. Dolphin, S. and T., Division 11, Emporia, Kan.; H. M. Marshall, Division 179, Topeka, Kan.; William Beales, C. C., Division 179, Topeka, Kan.; F. M. Anderson, S. and T., Division 165, Fort Scott, Kan.; M. Drake, Division 97, Roodhouse, Ill.; H. Lewis, S. C., Division 60, Sedalia, Mo.; J. D. Turner, Division 101, Mattoon, Ill.; Harry Wherland, Division 11, Emporia, Kan.; George L. Woolan, Division 13, St. Thomas, Ontario; H. E. Griffin, Division 10, Waverly, N. Y.; John W. Unkefer, Division 11, Emporia, Kan.; Geo. W. Laughridge, Division 21, Creston, Ia.; W. G. Hayward, Division 141, St. Joseph, Mo.; P. C. Hawkins, Division 21, Creston, Ia.; T. J. McDonauld, C. C., Division 141, St. Joseph, Mo.; C. W. Avery, Division 179, Topeka, Kan.; Fred. Moore, Division 49, Moberly, Mo.; James Walsh, Division 49, Moberly, Mo.; Charles Flatts, Division 26, Toledo, O.

The usual resolutions were adopted by Division 55, of which Bro. Clark was a member.

Land.—Bro. John C. Land, a worthy and esteemed member of Stanton Division No. 139, died of pneumonia, April 7, at Selma, Ala. Resolutions of regret were adopted by the Division.

McCrae.—Miss Nettie McCrae, eldest sister of Bro. R. A. McCrae, died April 18, after a lingering illness of five years, aged twenty-six years. Miss McCrae had been improving, and relatives and friends were hopeful of a permanent recovery, but taking a severe cold she passed away in a few short hours.

Peden.—Agnes Hilles, wife of Bro. W. F. Peden, after a long and painful illness. The members of Randolph Division No. 29 extend their heartfelt sympathy to Bro. Peden in his sore tribulation.

RAILWAY CONDUCTORS' MONTHLY.

I

CHICAGO, ILL., Feb. 11, 1886.

MESSRS. GILES BROS. & Co.,
Chicago, Ill.

Gentlemen:—

Your Anti-Magnetic Shield for Watches cannot be over estimated. It is now very near eight months that I have worn my watch, and to-day it is, without ever correcting time, about one minute slow. Considering the fact that I am every day near Dynamo Electric Machines in our regular business, the test could not be harder. I could never have believed that the protection was so complete.

In this age of Electricity not only electricians, but every one who needs correct time, should have the Anti-Magnetic Shield. A good deal of practical utility as well as pleasure can be derived from a good time-keeper. At present I look upon a watch without a Shield as a thing incomplete, and so it is. Respectfully,

CHAS. J. VAN DEPOELE,
Electrician V D. P. E. M. Co.

THE MOST WONDERFUL DISCOVERY
OF THE 19TH CENTURY.

THE MAGNETO ELECTRO CIRCLET. PRICE ONLY \$2.

For the Positive Relief and Cure of
NERVOUS DEBILITY, LOST MANHOOD,
ALL SEXUAL WEAKNESSES.

NERVOUSNESS, IMPOTENCY,
SWELLINGS, Etc., Etc.



And all the untold miseries resulting from indiscretions or excesses in early life.

It weighs only one ounce. Easy and comfortable to wear.

With **WEAK** and **NERVOUS MEN** its results are apparently miraculous.

Medicine is but an experiment, and offers no relief for above complaints, while electricity as applied by us, will faithfully work satisfactory results.

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GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.
Assistant Grand Chief Conductor.—EDMUND COMAN, Kansas City, Mo.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.
Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, Quincy, Ill.
Grand Inside Sentinel.—CHAS. W. EVARTS, Meadville, Pa.
Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.
HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.
ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.
WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.
W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOSEPH H. KIMBALL, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stend't's hall, over 193 E. Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2336 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 2:00 p. m., in Ghio hall, corner 9th and Pine Sts.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

- Collins Div. No. 5, Baltimore, Md. C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.**
- Battle Creek Div. No. 6, Battle Creek, Mich. C. C., N. D. Austin, Williams House, Sec., N. E. Retallick, box 2472. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.**
- Houston Div. No. 7, Houston, Tex., C. C., J. A. Martin, 184 Travis st.; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.**
- Rochester Div. No. 8, Rochester, N. Y. C. C., O. Sackett, Lock Box 6, Avon, N. Y.; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State St.**
- Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.**
- Southern Tier Div. No. 10, Waverly, N. Y. C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.**
- Emporia Div. No. 11, Emporia, Kan. C. C., Jas. B. Engle; Sec. and Treas., A. Dolpoin, lock box 1060. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.**
- Leakawanna Div. No. 12, Scranton, Pa., C. C., John J. Farrell, Dunmore, Pa., Sec., P. F. Duffy, 1602 Price st., W. Scranton, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.**
- Union Div. No. 13, St. Thomas, Ont. C. C., A. W. Martan, box 251; Sec., W. H. Ingram, box 205. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.**
- Cleveland Div. No. 14, Cleveland, O. C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.**
- Stratford Div. No. 15, Stratford, Ont. C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.**
- London Div. No. 16, London, Ont. C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.**
- Toronto Div. No. 17, Toronto, Ont. C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.**
- Three States Div. No. 18, Cairo, Ill. C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.**
- Elkhart Div. No. 19, Elkhart, Ind. C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.**
- Garfield Div. No. 20, Collinwood, O. C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.**
- Creston Div. No. 21, Creston, Ia. C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in K. of P. hall, No. — Pine street, Creston, Iowa.**
- Mason City Div. No. 22, Mason City, Ia., C. C., S. W. Derrick; Sec., C. H. Matthews. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.**
- Sylvania Div. No. 23, Catawissa, Pa. C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.**
- St. Albans Div. No. 24, St. Albans, Vt. C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.**
- Maple City Div. No. 25, Watertown, N. Y. C. C., G. W. Howland; Sec., Frank J. Gordon. Meets 1st and 3d Sunday in each month.**
- Morford Div. No. 26, Toledo, O. C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.**
- Arnum Div. No. 27, Hamilton, Ont. C. C. Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.**
- Carver Div. No. 28, Atchison, Kan. C. C., John H. Town, lock box 622; Sec., L. T. Smith, Cameron, Mo. Meets 2d and 3d Sunday at 2 p. m., in I. O. O. F. hall.**
- Randolph Div. No. 29, Brockville, Ont. C. C., A. Chapman, Sec., W. C. Wright, box 634. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.**
- Ozark Div. No. 30, Springfield, Mo. C. C., Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.**
- Star Div. No. 31, Burlington, Ia. C. C., Wm. C. Cross, Train Master's office, C. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.**
- Keystone Div. No. 32, Meadville, Pa. C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursday at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.**
- Clinton Div. No. 33, Clinton, Ia. C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.**
- Boone Div. No. 34, Boone, Ia. C. C., F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.**
- North Platte Div. No. 35, North Platte, Neb. C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.**
- Arkansas Valley Div. No. 36, South Pueblo, Col. C. C., L. German, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.**
- Delaware Div. No. 37, Phillipsburgh, N. J. C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.**
- Des Moines Div. No. 38, Des Moines, Ia. C. C., O. O. Winter, 505 West Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 2 p. m., commencing Feb. 21, '86, in A. O. U. W. hall, corner E. 6th and Locust sts.**
- Hannibal Div. No. 39, Hannibal, Mo. C. C., F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.**

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4347 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 384 Cass st.; Sec., A. L. Vannaman, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garrettson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Apgar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 7, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, Quaker st., Schenectady Co., N. Y. Meet 1st and 3d Mondays at 8:00 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 514 S. Rusk st.; Sec., J. W. Hausel, box 365. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 59, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., A. E. Gaylord, No. 200 South Ninth st. Meets 1st and 3d Sundays in each month, 10 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, Portage, Wis.; Sec., Geo. J. Johnson, box 232. Meets every Sunday in each month, at 2:30 p. m., Koop's hall.
- Leflett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 734 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 253. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Fireman's hall.
- Monterezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st.; Sec. and Treas., Chas. A. Hall, 511 E. North st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Wm. T. Price, box 210. Meets every Sunday at 2:30 p. m., in K. of P. hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Carr, box 908, Freeport, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, West Farnham P. Q.** C. C., J. S. Hardy; Sec. J. P. Whitney.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Parker; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., A. Whittemore, Acting, Box 342. Meets 2d and 4th Sundays in each month at 11 a. m.
- Astec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Stager, Acting, box 336. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Turtle Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Ferre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday and 3d Sunday of each month at 9:00 a. m., cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 112; Sec., C. D. Rossetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. Johnsten; Sec., Chas. Wimsatt, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Sundays in each month at 2 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., A. W. Glenn, box 462. Meets 2d and 4th Sundays in each month at 2 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 36 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 834; Sec. and Treas., G. T. Walker, box 268. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st.; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 570. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 352½ Dryads st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.

- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., C. A. Henderson; Sec. and Treas., B. G. Warthen, box 1318.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 227. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Brush st.; Sec., Wm. H. Dynes, 1116 Wood st., West Oakland. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th st. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 587; Sec. and Treas., Wm. E. Finch, Box 120. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st., at Pythian hall, 176 Tremont st.
- Wahsatch Div. No. 124, Ogden, Utah.** C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1010 S. 11th st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Hallstead, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 2:30 p. m., in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabez Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., F. W. Adams. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardner, Dallas, Texas, box 283; Sec. and Treas., S. C. Paine, 127 N. Cherry st. Meets 2d and 4th Saturday in each month, at 9 a. m., No. 93 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., in Red Men's hall.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 13th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson, box 434; Sec. and Treas., Wm. A. Mills, box 183. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1314 Pennsylvania ave.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in C. o. s. Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Pritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.

- Ira O. Sherry Div. No. 147, Easton, Pa. C. C.,** Thomas Callahan 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris,** box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m., in I. O. O. F. hall.
- Kinoaid Div. No. 150, Utica, N. Y. C. C., John M. Evans,** 14 Broadway; Sec. and Treas., C. T. King, 2 Genessee st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, E. I. C. C.,** Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va. C. C.,** G. W. Taylor, 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** Willson Maraden; Sec. and Treas., E. H. Blakeslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.,** W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,** H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, box 159. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.,** Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C.,** W. R. Mooney, care B. & L. Ry.; Sec. and Treas., C. F. Hammond, 'Old Colony Ry.' Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,** W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.,** J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.,** Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C., C. F. Brown;** Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham,** 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa. C. C., J. M. Richards,** P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C.,** J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C.,** A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, Newark, Ohio. C. C., Owen Stanton;** Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y. C. C.,** D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 41 West 9th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C.,** A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C.,** S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Franklin Hall 1st and 3d Sunday each month, at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C., E. G. Blaisdell,** W. J. Ry depot; Sec. and Treas., J. P. Ancker; P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C.,** T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughy, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C.,** W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb. C. C.,** Geo. W. Dwinell; Sec. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri. C. C.,** P. Fowler; Sec. and Treas., J. B. Stanton. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C.,** T. P. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Ripley, Tenn. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C.,** Robert Richardson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C., R. A. McCrae,** 236 Juniatta st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C., W. H. Scholes,** 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, 56 N. St. Louis st. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C.,** William Beales, box 351; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C., J. H. Latimer,** 84 Pulliam st.; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts. at 7:45 p. m.
- Chilllicothe Div. No. 181, Chilllicothe, O. C. C.,** Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C.,** J. McKain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C., S. M. Taylor,** Graffon, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

Blue Ridge Div. No. 184, Charlottesville, Va. C. C.
C., W. T. Wright; Sec. and Treas., F. L. Shaw.
Meets 1st Monday of each month at 2 p. m., and 3d
Monday of each month at 7 p. m., in I. O. O. F.
hall, cor. Main and Court sts.

Selma Div. No. 185, Selma, Ala. C. C., W. H.
English; Sec. and Treas., A. M. Sledge. Meets
1st and 3d Sunday each month at 2 p. m. in I.
O. O. F. hall.

Birmingham Div. 186, Birmingham, Ala. C. C.,
J. T. Alexander, box 682; Sec. and Treas., Walter
Moore, of Ga. Pac. Ry.

Sunbury Div. No. 187, Sunbury, Penn. C. C.,
Chas. Sarvis; Sec. and Treas., Thos. S. McMa-
hon, Northumberland, Pa. Meets 2d and 4th
Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C.,
T. C. Preston, Box 271; Sec. and Treas., A. F.
Wilson, box 172. Meets 2d and 4th Sundays of
each month at 2 p. m., in I. O. O. F. hall.

Frontier Div. No. 189, Point Edward, Ont. C. C.,
A. Johns, G. T. Ry.; Sec. and Treas., Geo.
Whitlock, G. T. Ry. Meets 1st and 3d Wednes-
days at 2 p. m., in I. O. O. F. hall.

Grafton Div. No. 190, Grafton, W. Va. C. C.,
Thos. S. Flannigan; Sec. and Treas., T. A. Brad-
ford. Meets 2d and 4th Mondays at 7:30 p. m.,
in Brinkman's hall.

Yellowstone Div. No. 191, Billings, Montana.
C. C., W. S. Becker; Sec. and Treas., C. C.
Brown. Meets 2d Sunday at 1 p. m.

East Saginaw Div. No. 192, East Saginaw, Mich.
C. C., Jas. McMillan, 230 Huron st., Toledo, O.;
S. & T., J. R. Osborn. Meets 1st Sunday after-
noon of each month.

Division Secretaries will please read carefully the above directory and send us by postal any cor-
rections that may be necessary, as we desire to have it correct. Those who have not please send us the
place and hour of meeting.

YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

President.—JAMES C. CAMPBELL, Pennsylvania R'y, Derry, Pa.
First Vice-President.—W. J. KENNEY, Illinois Central R'y, Cairo, Ill.
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EXECUTIVE COMMITTEE.

JOHN Q. HICKS, C., I. St. L. R'y, Indianapolis, Ind.
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GEORGE J. JOHNSON, C. M. & St. P. R'y, La Crosse, Wis.
WILLIAM BLOW, Grand Trunk Railway, Windsor, Ontario.

Indianapolis Div. No. 1, Indianapolis, Ind. Jos.
Averill, Pres.; Hugh S. Curley, Sec. Meets 1st
Saturday night in the month.

Buffalo Div. No. 2, Buffalo, N. Y. Melvin Ehle,
Pres.; Jas. M. Barrett, Sec.

St. Louis Div. No. 3, St. Louis, Mo. Chas. J.
Wendling, Pres.; Joq. B. Nitchman, Sec.

Cleveland Div. No. 4, Cleveland, O. Alex. Bruce,
Pres.; D. M. Alvord, Sec. Meets first Wednes-
day night in the month.

Cincinnati Div. No. 5, Cincinnati, O. Robert F.
Marshall, Pres.; Albert Snell, Sec.

Leavenworth Div. No. 6, Leavenworth, Kansas.
James Howard, Pres.; Henry Parsons, Sec.

Louisville Div. No. 7, Louisville, Ky. S. F. Run-
dall, Pres.; John B. Murphy, Sec. Meets last
Sunday in the month.

Denver Div. No. 8, Denver, Col. Harry Buck-
horn, Pres.; J. J. Bresnahan, Sec. Meets 1st
and 3d Saturdays in each month in Division Room,
Union Depot.

Rome Div. No. 9, Rome, N. Y. William Cooper,
Pres.; H. S. Graves, Sec.

Terre Haute Div. No. 10, Terre Haute, Ind. Jno.
B. Walsh, Pres.; Chas. R. McCray, Sec. Meets
1st Sunday in each month at 3 p. m.

East St. Louis Div. No. 11, East St. Louis, Mo.
Geo. W. Glessner, Pres.; John T. Metier, Sec.
Meets 1st and 3d Wednesdays.

Union Div. No. 12, Detroit, Mich. George J.
Best, Pres.; Wm. Blow, Sec.

Concord Div. No. 13, Concord, N. H.

Kansas City, Div. No. 14, Kansas City, Mo. H.
R. Bailey, Pres.; C. C. Hatch, Sec.

Chicago Div. No. 15, Chicago, Ill. Jos. W. Creed,
Pres.; Henry R. Hopkins, Sec. Meets 1st Sat-
urday night in each month.

Lone Star Div. No. 16, Houston, Tex. T. Shaugh-
nessy, Pres.; George T. Carson, Sec.

Capital City Div. No. 17, Des Moines, Iowa. Robt.
W. Shackelford, Pres.; M. J. Scanlon, Sec.

Toledo Div. No. 18, Toledo, O. W. C. Raymer
Pres.; Wm. Morris, Sec.; Chas. Fox, Cor. Sec.
Meets 1st Sunday in each month at 3:30 p. m., at
353 St. Clair st.

Milwaukee Div. No. 19, Milwaukee, Wis. Or-
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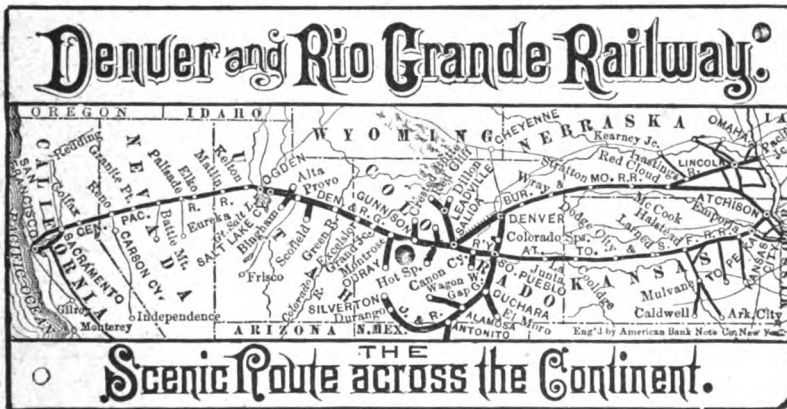
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U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y,

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is

2. Age.....

3. Address.....

County.....

4. State whether you have a through or accommodation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to

Name in full

Residence.....

Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....

Railway..... Conductor, being desirous

of becoming a member of The United States Rail-

way Passenger Conductors' Accident Asso-

ciation, of the City of Indianapolis, Indiana,

and entitled to all the benefits thereunder, and

do warrant the above statement to be true. I

do also agree that a proper receipt from parties

to whom I may designate my death loss to be

paid, in case same be caused by accident, shall

in all cases be a full satisfaction to all claims

that my heirs or legal representatives may have

in this Association, and this application is not

binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$32.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$64.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$46.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash, L., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and quarterly payment may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

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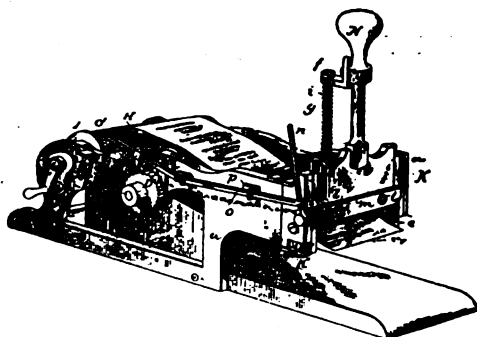
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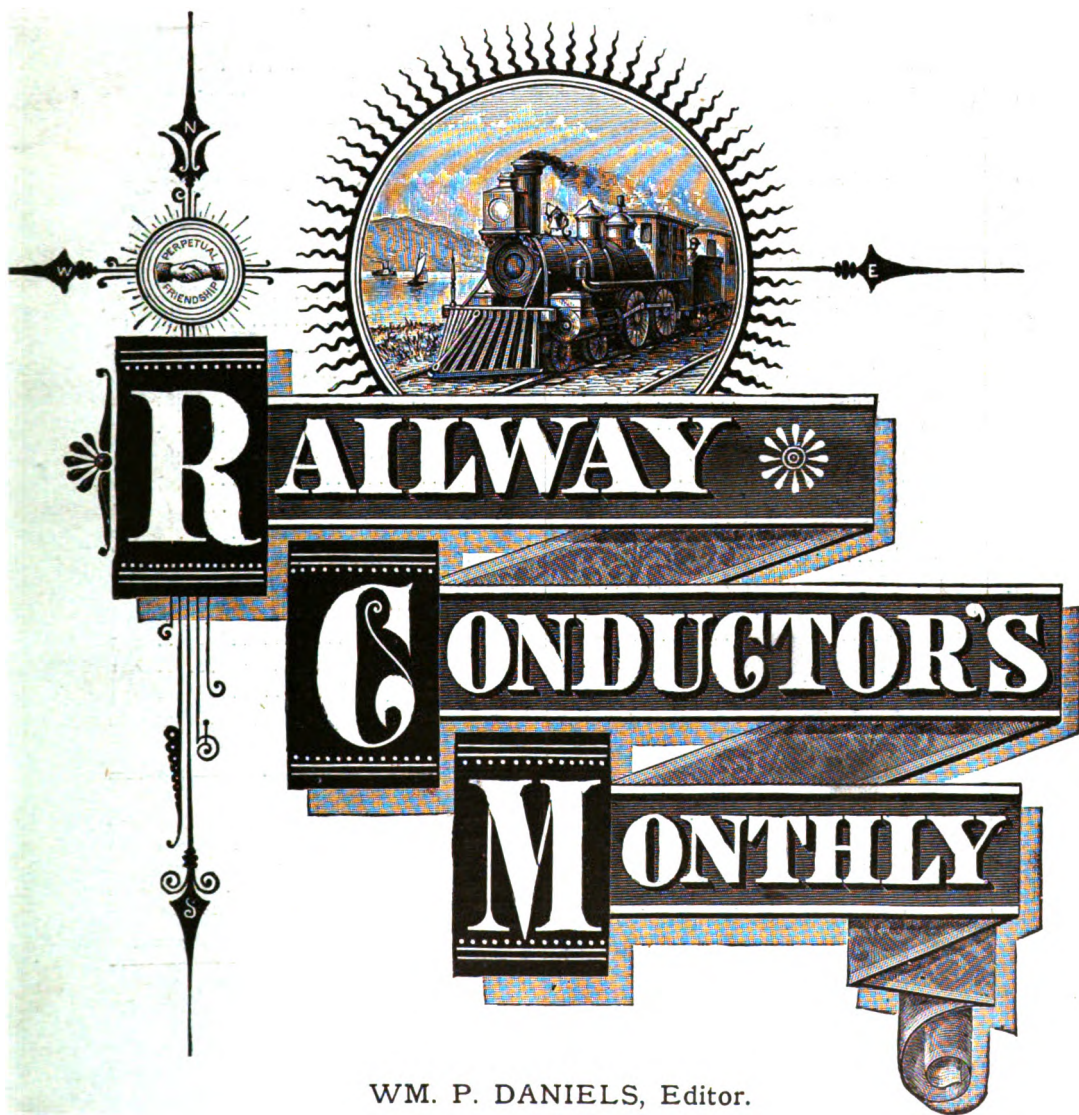
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JULY, 1886.

Number 7.



WM. P. DANIELS, Editor.

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Associate Editors.



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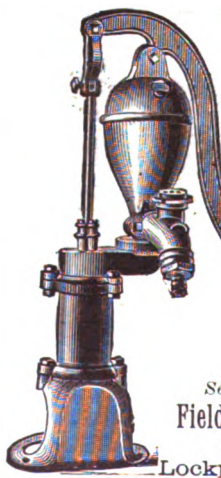
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RAILWAY CONDUCTORS' MONTHLY.

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THE RAILWAY CONDUCTORS'

MONTHLY.

Volume III.

CHICAGO, ILL., JULY 1, 1886.

No. 7.

For the MONTHLY.

"WEIGHTED."

The prisoner, though discharged, once accused,
Released from the charge of the law's minion,
Ever after will find he is refused
The indorsement of public opinion.
Because, once accused of a crime,
Whatever its name or condition,
He is shadowed by the fact for all time
And "weighted" till death by suspicion.

Men whose success is undoubted,
Whatever their special ambitions,
If their methods morality routed
Without their conscience permission,
In reaching the top of their ladder
Looking back, sometimes stand aghast,
And turning away they are sadder,
Being "weighted" with thoughts of the past.

The man who cannot say nay
Because he would friends with all be,
Travels not the pleasantest way,
But in bondage, not morally free,
Passes on through the pathway of life,
Showing less manhood than meekness;
Though this method protects him from strife,
He is "weighted" by thoughts of his weakness.

Men there are, with business increasing,
Whose lives are marked with success,
Yet burdened, for vigilance unceasing,
They would own if made to confess,
Was required, and that without measure,
To keep them from financial sorrow,
Which worry deprives them of pleasure:
They are "weighted" with plans for "to-morrow."

Do the clergy who follow the "Light,"
That "Light" who lighted the world,
Find existence to them always bright,
Though his banner's o'er them unfurled?
If untainted while facing life's ills,
Under guidance of their Divine Chief,
Unburdened they are not, knowing God wills
They be "weighted" with other men's grief.

The matron by children surrounded,
Protected from worldly demands,
Whose blessings in life have abounded,
Freely offered her by loving hands,
While watching her little ones play,
Will smile through her tears uncomplaining;
If questioned, would anxiously say,
She was "weighted" with thoughts of their training

In her home, lately entered with pride,
A woman sits thoughtfully planning
With a countenance sad, for a bride,
Her life's new condition now scanning;
Yet according to marriage tradition,
Since she is so happily mated,
Most envied should be her position,
But with thoughts of the future she's "weighted."

Is it true there is no place in life, then,
Where absolute freedom from care
Is secured in this world of strife, when
All on the surface seems fair?
"Lay aside every weight," as St. Paul said,
"In running the race set before us;"
Can we do so in life, and when dead
Be unweighted when the grave closes
o'er us?
S. E. F.

THE AGE OF RESEARCH.

Just previous to the opening of the meeting Elder Juneberry Davis and Judge Holdback Johnson got into a dispute as to whether the crowbar belonged to the glacial epoch or the drift period, and after some hot words had passed the elder punched the judge on the nose and received a crack on the jaw in return. Brother Gardner came in as they were pulled apart, but he seemed to take no notice of the affair and nothing was said until the meeting opened. Then he looked around the hall and observed:

"If Elder Juneberry Davis an' Judge Holdback Johnson am in de hall to-night I should like to spoke a few remarks to 'em."

Both gentlemen walked forward to the platform with anxiety depicted on their faces, and the president continued:

"Elder Davis, when did dat glacial epoch take place?"

"I dunno, sah."

"Judge Holdback, what do you know 'bout de drift period?"

"I reckon dar was a good deal o' driftin' sah."

"Yes, I s'pose dar was. Didn't happen to drift any 'taters an' meat your way, did it?"

"No, sah."

"Elder Davis, did dat glacial epoch pay up any of your back rent or git new shoes fur de chillen?"

"No, sah."

"Dat's 'nuff; you kin boaf sot down. While I blame two old members like you for sottin' a bad example befo' de club, I must at de same time acknowledge dat it am only de weakness of human natur'. Moas' of us would sooner fight over de aige of de world dan to resent a straight insult.

"We would argy longer to convince a man about de size of Noah's ark dan to convert him to our religion of de present day.

"We let our chil'en go bar'fut while we hunt fur evidence to convict de Gauls of shiftlessness.

"We spend hours assertin' an' denyin' dat de moon am inhabited, while fifteen minutes used to fix de bottom hinge on de front gate am looked upon as time frown away.

"While we sot an' wonder why Sodom an' Gomorrah didn't behave deirselves an' escape destruckshun, de ole woman scrapes de bottom of de flour bar'l, an' de fiah goes out in de ditchen stove.

"Jist what aige de crowbar belong to, or who invented it, or why it was invented, am questions which needn't trouble any member of dis club. De fack dat de crowbar am heah wid us should satisfy us all. Let us now purceed to attack de bizzness which has called us together."—*Detroit Free Press.*

THE BATTLES OF THE DEAD.

It is midnight in the brick farmhouse at Chancellorsville—the new building on the site of the one partially destroyed when Hooker marched his troops into the Wilderness to get in the rear of Lee at Fredericksburg. In the yard are the rotting wheels of gun carriages; in the south wall are a dozen cannon balls firmly embedded; half a mile below is the stone mark-

ing the spot where Stonewall Jackson received his mortal wound; here is the same dark forest which sheltered friend and foe.

"Are you asleep?"

"No."

The last stroke of twelve had scarcely died away when the farmer opened my bedroom door to ask the question.

"Then maybe you'd like to see it?"

"What?"

"The battle of Chancellorsville. The Federal troops are now in sight on the Ely's Ford road."

I hastily dressed and passed out into the yard with him. I noticed that he had on a Confederate uniform, dusty and worn. I looked at my own garments; they were blue. He pointed his finger down the road, and I saw through the mist of the summer night a great army approaching. There was cavalry, infantry and artillery—there were flags and banners and ambulances. In two minutes more the head of the column had reached the Chancellorsville plank road. Some turned to the right, some to the left, some plunged into the gloomy pine thickets beyond.

"But I hear no noise—not even the footsteps of a horse nor the clank of a saber," I protested.

"Hush! 'Tis a battle of the dead! The spirits of the thousands who fell here have come to fight the battle once again!"

I looked at him more closely and I saw the light of battle in his eyes. His form grew erect, his feet seemed impatient, and he scented the air as if eager to join in the fray.

Now the highways and byways—the cleared fields—the open woods—the lonely thickets were full of blue uniforms. Couriers and aids galloped here and there—staff officers turned heads of columns to the right or left. It was so strange to witness those thousands moving with such order and yet giving out no sound.

"Look—see!" whispered my companion, as he pointed down the plank road.

There was a cloud of smoke rolling up out of the pine woods and blotching the starlit sky like a stain of blood. It spread and grew until half the stars of heaven were hidden. Meanwhile the face of every man in blue was turned that way. We saw battery after battery, regiment after regiment, brigade after brigade, move down to the scene of conflict. Tongues of flame flashed through the smoke-cloud and lighted up thicket and field, but there was no sound. The stillness of night was almost painful.

"Here are the results!" whispered the Confederate, and I looked to the right and left to behold the dead and wounded. I could see them in the fields, under the pines, on the highway. Some faces showed fear and horror—others expressed vindictiveness. There were horses lying dead—others hobbling about and seeming to appeal for mercy.

"It is horrible!" I whispered.

"Aye! but it is over."

I looked again and the vision had faded. The highways were barren of life—the fields and forests at peace. The smoke cloud had disappeared, and the dead and wounded had been spirited away.

"And so the dead of the armies fight their battles o'er?" I asked.

"As you have seen," he solemnly replied. "Until the hate and rancor of men is no more—until all men are at peace—the spirits of those who fell in battle cannot rest. They must plan campaigns and fight their battles as of old. The vision you have seen here is repeated at Antietam, Gettysburg, Vicksburg, Franklin—on a hundred battle-fields of America. Let us go in."—*Detroit Free Press.*

*THE GRAND OBJECT OF MASONRY TO PROMOTE
THE HAPPINESS OF THE HUMAN RACE.*

Edward reigned twenty-four years, and was succeeded by Athelstane, who appointed his brother Edwin patron of the Masons. This prince procured a charter from Athelstane empowering them to meet annually in communication at York, where the first Grand Lodge of England was formed in 926. Edwin presided as Grand Master, and the constitution of Masonry was formed at this the first meeting of the Grand Lodge in York. Athelstane undertook in person the direction of the lodges, and under his sanction the art of Masonry was propagated in peace and security. After Athelstane died, Masonry continued in a very unsettled state until the reign of Edgar, 960, when the fraternity were again collected by St. Dustin, under whose auspices they were employed on some pious structures, but did not meet with permanent encouragement. After Edgar's death Masonry remained in a low condition upward of fifty years. In 1041 it revived under the patronage of Edward the Confessor, who superintended the erection of several great works, among which was the rebuilding of Westminster Abbey, assisted by Lefric, Earl of Coventry, whom he appointed to superintend the Masons.

William the Conqueror having acquired the crown in 1066, appointed Gundolph, Bishop of Rochester, and Roger De Montgomery, Earl of Shrewsbury, joint patrons of the Masons, who excelled at this time both in civil and military architecture. Under his auspices the fraternity was employed in building the tower of London, which was completed in the reign of William Rufus, who rebuilt London bridge with wood, and first constructed the palace and hall of Westminster, in 1084. On the accession of Henry First, the lodges continued to assemble. From this prince the first Magna Charta or charter of liberties, was obtained by the Normans. Stephen succeeded Henry in 1135, and employed the fraternity in building a chapter at Westminster, now the House of Commons. This work was finished under the direction of Gilbert de Clare, Marquis of Pembroke, who at this time presided over the lodges. During the reign of Henry the Second, the Grand Master of Knights Templar was superintendent of the Masons in building their temple in Fleet street, A. D. 1155. Masonry continued under the patronage of this Order till the year 1199 when John succeeded his brother Richard on the throne of England. He began to rebuild London bridge with stone, which work was afterward finished by William Alemain in 1209. On the accession of Edward First, A. D. 1272, the care of Masonry was committed to Walter Gifford, Archbishop of York, Gilbert de Clare, Earl of Gloucester, and Ralph, Lord of Mount Hermer, the progenitor of the family of the Montaignes. These architects

superintended the finishing of Westminster Abbey, which had been begun in 1220, in the minority of Edward the Third.

In the reign of Edward the Second, the fraternity was employed in building Exeter and Ovid Colleges, Oxford, Clare Hall, Cambridge, and many other structures, under the supervision of Walter Stapleton, Bishop of Exeter, who had been appointed Grand Master. In 1307 Masonry flourished in England under the reign of Edward Third, who became the patron of science and the promoter of learning. He applied himself with indefatigable assiduity to the constitution of the Order, revising and ameliorating the ancient charges, and adding many useful regulations to the original code of laws; (many particulars of which were contained in a very old manuscript in the possession of the late George Payne, Grand Master as late as the year 1718.) He patronized the lodges, and appointed five deputies under him, to inspect the proceedings of the fraternity, viz: First, John de Sproule, who rebuilt St. George's Chapel, at Windsor, when the Order of the Garter was first introduced, A. D. 1350; second, William Wykeham, afterward Bishop of Winchester, who rebuilt the castle of Windsor at the head of four hundred Free Masons, A. D. 1357; third, Robert A. Barnham, who finished St. George's Hall at the head of two hundred and fifty Freemasons, with other works in the castle, A. D. 1375; fourth, Henry Yeule, who built the Charter House, in London, King's Hall, Cambridge, Queensborough Castle, and rebuilt St. Stephen's Chapel, Westminster; and fifth, Simon Langham, Abbot of Westminster, who rebuilt the body of the Cathedral as it now stands.

Richard succeeded his grandfather, Edward Third, in 1377; and William Wykeham continued Grand Master. He rebuilt Winchester Hall, as it now stands, and employed the fraternity in building New College, Oxford, and Winchester College, both of which he founded at his own expense. Henry, Duke of Lancaster, taking advantage of Richard's absence in Ireland, prevailed upon Parliament to depose him and the next year caused him to be murdered. Having supplanted his cousin, he ascended the throne under the title of Henry Fourth, and appointed Fritz Allen Earl of Surrey, and Grand Master. In his reign the Guild Hall of London

Notwithstanding this the influence exerted by the king in the early part of his reign had so incensed the people against the Masons, that on the last day of April, 1425, Parliament met at Westminster to interfere, and through the influence of the Duke of Gloucester, turned in favor of the Masons. Notwithstanding the Duke had so nobly sustained his cause in behalf of Masonry, the infuriated mob murdered him in prison in 1447. His death was universally lamented throughout the kingdom. During the reign of Henry Fifth and Richard the Third, Masonry was on the wane, but on the accession of Henry Seventh, it rose again in esteem under the patronage of the Master and Fellows of the Order of St. John, at Rhodes (now Malta), who assembled their Grand Lodge in 1500, and chose Henry their protector, on the 24th of June, 1502, and two lodges of Master Masons was formed in the place, at which the king presided in person as Grand Master, and after appointing his wardens for the occasion, proceeded in ample form to the east end of Westminster Abbey, where he laid the foundation stone of that rich masterpiece of Gothic architecture, known by the name of Henry the Seventh's chapel. The placing of the cap-stone of this structure was celebrated in 1507.

Henry Eighth succeeded his father in 1509, and appointed Cardinal Wolsey, Grand Master. In 1534 the King and Parliament threw off their allegiance to the Pope of Rome, and the king, being declared supreme head of the church, no less than two hundred and twenty-six pious houses were suppressed, which were afterward converted into stately mansions for the nobility. Cromwell was beheaded in 1540. Edward First, a minor, succeeded to the throne in 1547. His guardian and regent, Edward Seymour, Duke of Somerset, undertook the management of the mansion but he was beheaded in 1552. John Paget, Bishop of Winchester, then became the protector of the fraternity, and presided over the lodges till the death of the king in 1553.

The Order remained without any patron till the reign of Elizabeth, when Sir Thomas Sackville accepted the office of Grand Master. The following circumstance is recorded of Elizabeth: Hearing that the Masons were in possession of secrets which they would not reveal, and being jealous of all secret assemblies, she sent an armed force to York, with intent to break up the annual Grand Lodge. This design was, however, happily frustrated by the interposition of Sir Thomas Sackville, who continued to initiate some of the chief officers of the force which she sent on this duty. They joined in a communication with the Masons, and made so favorable a report to the Queen on their return, that she countermanded her order, and never afterward attempted to disturb the meetings of the fraternity. Sir Thomas Sackville held the office of Grand Master till 1567, when he resigned in favor of Francis Russell, Earl of Richford. The Queen at the time being assured that the fraternity was composed of skillful architects and lovers of the arts, was perfectly reconciled to their assemblies, and Masonry made great progress during her reign. On the demise of Elizabeth in 1603, the crowns of England and Scotland were united in her successor James the Sixth, of Scotland, who was proclaimed King of England, Scotland and Ireland, on the 6th of March, 1603. At this time Masonry flourished in both kingdoms, and lodges were convened under the royal patronage. On the death of King James, 1625, Charles ascended the throne and the Earl of Pembroke presided over the fraternity till 1630, when he resigned in favor of Henry Danver, Earl of Danby, who was succeeded in 1630 by Thomas Howard, the progenitor of the Norfolk family. Sir Christopher Wren was appointed Deputy Grand Master in June, 1666. The City of London which had been visited in the preceding year by the plague, to whose ravages it is computed above 100,000 of its inhabitants fell sacrifice, had scarcely recovered from the alarm of that dreadful contagion, when a general conflagration reduced the greatest part of the city within the walls to ashes. It broke out on the 2d of September, and James Moore and Ralph Galrix, who were appointed surveyors on the occasion, report that the fire overran three hundred and seventy-three acres, and burnt thirteen thousand houses, eighty-nine parish churches, beside various chapels, leaving only eleven parishes standing. The damage was computed at ten millions pounds sterling. On the 23d of October, 1667, the king in person leveled in form the foundation stone of the New Royal Exchange, now allowed to be the finest in Europe, and on the 28th of September, 1669, it was opened by the Lord Mayor and Aldermen. In 1671 Dr. Wren began to build that great fluted column called the monument in memory of the burning and rebuilding of the City of London. It was

twenty-four feet higher than the Trajan pillar at Rome, and was built of Portland stone, after the Doric order; it was two hundred and two feet high, and was finished in 1677. In 1673 the corner stone of St. Paul's Cathedral, designed by Deputy Wren, was laid in solemn form by the King. The mallet with which the king leveled this foundation stone was delivered by Sir Christopher Wren to the old Lodge of Antiquity, where it is still preserved as a valuable relic. The death of the king occurred in 1685, and James the Second succeeded to the throne. During his reign Masonry was very much neglected; he died 1702, and the same year Sir Christopher Wren retired from his Masonic labors.

From the accession of George First in 1702, Masonry has suffered no material reverses, down to the present time.

This article is already too long. I will close by asking my readers to be diligent in searching the Scriptures, for in them we have the truth, which will bear us up against all the obstacles of this world, and give us light that will be to us a "pillar of cloud by day, and a pillar of fire by night," to light up our pathway in all life's vicissitudes, and down through the dark valley and shadow of death.

W. S. S.

THE STRIKE EPIDEMIC.

Strikes are the order of the day—and of the Knights. They are also the disorders of the day and nights, and when they will fall into innocuous desuetude no man can tell. Despite the diligence of the press in reporting the strikes, several very important cases have been overlooked. As they serve to show how wide-spread has become the epidemic, these unpublished cases are herewith appended:

On Tuesday last, at noon, all the female cooks in the city struck, leaving, it is estimated, five hundred thousand dollars' worth of half-cooked dinners on the ranges and stoves, the most of which was spoiled. The cooks had notified their mistresses to meet them at a conference on the preceding evening, and no notice having been taken of the request, the strike came like a thunderbolt from a clear sky, or a remittance of five hundred dollars from a debtor supposed to have died long since. Fashionable daughters who had attended Miss Parloa's lectures on cooking were obliged to abandon the latest Ouida novel, and try their hands at preparing dinner. The result was disastrous, more food being spoiled by their culinary attempts than by the strike of the cooks. Some persons censure the cooks for striking on such a flimsy pretext; but the enemies of monopoly declare that the arrogance and independence of the mistresses, who refused to meet their servants in a conference of the object of which they were ignorant, deserved to be rebuked.

At the Jupiter Iron Works in Illinois, last week, all the employees—six hundred in number—quit work because a member of the firm addressed one of his workmen as "Pat" Mulligan. At a conference later in the day, the firm signed an agreement to call the offended workman "Patrick Mulligan, Esq." hereafter, and the strikers immediately returned to work.

Seven hundred employees of the Tumble River cotton mills are on a strike. Neither wages nor hours enter into the trouble in this instance.

The proprietor celebrated his silver wedding recently, and neglected to send invitations to his mill-hands. At a meeting of his employes, it was resolved to remain out until he gave them a pledge to invite them to his golden wedding, twenty-five years hence. It is thought work will soon be resumed on this basis.

A serious labor trouble is reported at Pattersville, N. J. Several hundred girls employed in a silk mill are on a strike because the proprietors refuse to discharge a foreman who has red hair. The girls say that red doesn't harmonize with their complexions. It is probable that a compromise will be effected by the foreman promising to dye his hair, or wear a wig. The girls are firm in their determination that the iron hand of Monopoly shall not strangle their yearnings for the æsthetic fitness of things.

A lockout exists at the extensive coal-mines of Messrs. Doe & Roe. About ten thousand men are idle. One of the workmen having learned that their employers change their shirts three and four times a week, the miners held a mass-meeting, and passed resolutions denouncing the aristocratic tendency on the part of the proprietors, and resolved that unless they came down to the common everyday level of their workmen by making one shirt last at least four days, mining should be suspended. A lockout that promises to be of long duration, is the result. The fight is for the recognition of a principle, and the miners have the sympathy of all true friends of labor.

The girls employed in the weaving department of Jones & Co.'s mill in Blankville have quit work. Their grievance is that the son of their employer is courting a young lady who does not belong to their set. The strike has the support of all the Days of Labor organizations in the State.

The wife of the Grand Blower of the Days of Labor struck on Monday last, leaving the week's wash in an unfinished condition. She says her husband spends all his time at labor meetings, which are held in a hall over a beer-saloon, urging workmen to strike for more pay and a shorter day's work, in order to prevent their wives and little ones from starving. The seventy-five cents a week he gives her, she says, is not sufficient to provide for a family of seven, and she is tired of working eighteen hours a day to secure means to feed and clothe herself and children. As she refuses to resume work until her husband furnishes an equal share of the household expenses, it is probable that matters in the Grand Blower's home will be "tied up" for an indefinite period.—*J. H. W., in Puck.*

A FORCED JUMP.

FOR THE MONTHLY.

ATLANTA, GA., May, 1886.

It was one of those beautiful afternoons about five o'clock, in October, 1856. I remember the political excitement was running high, and I was regretting that I was yet too young to vote for old "Buck," as the Democratic candidate for the presidency was called. Though young, I had for a long time been conductor on freight trains on the Western & Atlantic Railroad, which reaches from Atlanta in Georgia, to Chattanooga in Tennessee. In those days, fifteen cars to the engine was considered a good long train. On this trip from Atlanta to Chattanooga, I had fifteen cars and the cab.

In fine weather it was quite a treat to get out on top to ride, and frolic and play wild pranks on my good-natured train hands, who are almost always devoted to their conductors. At the extreme moment of which I am about to write, my train was about two miles south of Kingston in a long, easy curve, and running at the rate of twenty miles per hour. One of my train hands, a very active man, who could, with perfect ease, swing a summersault from the top of one car to another, when the train was in full speed, and myself were frolicking up near the engine, when I knocked his hat off. I saw at once I had to fly, as it were, or he would have my hat sailing off through the woods. So I turned and ran with all speed toward the rear of the train, hoping to reach the cab, where I thought my hat would be safe. Occasionally I would look back over my shoulder at my pursuer, and when I had run about half a dozen car lengths, I looked back and noticed that my train hand was making terrible gesticulations as though he would have me stop. His face was all distorted from apparent anxiety, but I mistook it all for a desperate effort on his part to catch me, and I proceeded in the race with all my might, and I was unusually fast. Raising my eyes as I leaped from one car to another, I noticed to my horror and amazement that the very car on to which I had last jumped, and was then fleeing with all of my energy, had become detached from the rear part of the train. The gap between the two cars has always seemed to me to have been all of fourteen feet. Running at the rate I was, and being so close to the gap, it was impossible for me to stop; so in one thought, my mind was made up to try to make the leap. It was either jump from one car to the other, or fall just before the detached cars. In this dilemma, all of my energy, my activity, my strength and resources were drawn upon. I caught just on the edge of the rounded tin roofing at the end of the detached car, alighting just on the hollow of my feet, and for five seconds, it has always seemed to me, it was undecided whether I should recover or fall. But you know I did not fall; my train hand did, however, on the top of the car, in a fainting fit, from his anxiety for me. Railroad men will know what remained for me to do. My train hand came through all right, and has been passenger conductor for many years.

W. A. FULLER.

THE CULTURED MAID.

She comes from Bosting,
And like a frosting
Is the polish that she puts on every part;
She reads in Cæsar,
And truly she's a
Cultivated maid in every modern art.

She's up in nowness,

And with a howness
Surely wonderful for one who's in her
'teens,
She reads in Schiller,
And what a fil'er
Is she when she hits a plate of Boston
beans!

—*Tid-Bits.*

YET poorly as women are paid in comparison with men they save more money. Of 100,000 open accounts at the Bowery Savings Bank fully one-half are those of women, and they chiefly wage earners. The reason for that, of course, is that the women do not waste money as men do, on rum and tobacco.

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL-
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

THE LITTLE PILGRIM.

One summer evening, ere the sun went
down,
When city men were hastening from the
town
To reach their homes—some near at hand,
some far—
By rumbling train, by omnibus or car,
To be beyond the reach of city din,
A car stopped, a little girl got in;
A cheery-looking girl, scarce four years
old;
Although not shy, her manners were not
bold;
But all alone—one scarce could understand.
She held a little bundle in her hand,
A tiny handkerchief, with corners tied,
But which did not some bread and butter
hide;
A satin scarf, so natty and so neat,
Was o'er her shoulders thrown. She took
her seat
And laid her bundle underneath her arm,
And smiling prettily, but yet so calm,
She to the porter said, "May I sit here?"
He answered instantly, "Oh, yes, my
dear."
And there she seemed inclined to make her
stay,
While once again the train went on its
way.
The tall conductor over six feet high,
Now scanned the travelers with a business
eye;
But in that eye was something kind and
mild,
That took the notice of the little child.
A little after, and the man went round,
And soon was heard the old familiar sound
Of gathering pence, and clipping tickets,
too—

The train was full, and he had much to do.
"Your fare, my little girl," at length he
said,
She looked a moment, shook her little
head;
'I have no pennies; don't you know," said
she
"My fare is paid, and Jesus paid for me?"
He looked bewildered, all the people smiled.
"I don't know; and who is Jesus, child?"
"Why, don't you know? he once for sin-
ners died,
For little children and for men beside,
To make us good and wash us from our
sin;
Is this his railway I am traveling in?"
"Don't think it is. I want your fare, you
know."
"I told you Jesus paid it long ago.
My mother told me, just before she died.
That Jesus paid when he was crucified;
That at the cross His railway did begin,
Which took poor sinners from a world of
sin.
My mother said his house was grand and
fair—
I want to go and see my mother there.
I want to go to heaven where Jesus lives;
Won't you go too? My mother said He
gives
A loving welcome—shall we be too late?
Oh, let us go before He shuts the gate!
He bids us little children come to Him."
The poor conductor's eyes felt rather dim,
He knew not why—he fumbled at his
coat,
And felt a substance rising in his throat.
The people listened to the little child;
Some were in tears, the roughest only
smiled,

And some one whispered as they looked amazed,
 "Out of the mouths of babes the Lord is praised."
 "I am a pilgrim," said the little thing;
 "I am going to heaven. My mother used to sing
 To me of Jesus and His Father's love;
 Told me to meet her in His home above;
 And so to day when aunt went out to tea,
 And, looking out, I could not father see,
 I got my bundle, kissed my little kit,
 (I am so hungry, won't you have a bit?)
 And got my hat, and then I left my home,
 A little pilgrim, up to heaven to roam;
 And then your carriage stopped, and I could see
 You looked so kind. I saw you beckon me—
 I thought you must belong to Jesus' train.
 And are you just going home to heaven again?"
 The poor conductor only shook his head;
 Tears in his eyes, the power of speech had fled;
 Had conscience by her prattle roused his fears
 And struck upon the founta'n of his tears,
 And made his thoughts in sad confusion whirl?
 At last he said, "Once I'd a little girl;
 I loved her much—she was my little pet,
 And with great fondness I remember yet
 How much she loved me. But one day she died."

"She's gone to heaven," the little girl replied;
 "She's gone to Jesus. Jesus paid her fare.
 Oh, dear conductor, won't you meet her there?"
 The poor conductor now broke fairly down;
 He could have borne the hardest look or frown;
 But no one laughed, but many sitting by
 Beheld the scene with sympathetic eye.
 He kissed the child, for she his heart had won;
 "I am so sleepy," said the little one;
 "If you will let me, I'll lie here and wait
 Until your carriage comes to Jesus' gate.
 Be sure you wake me up and pull my frock,
 And at the gate give just one little knock
 And you'll see Jesus there." The strong man wept.
 I could but think, as from the car I stepped,
 How oft a little one has found the road,
 The narrow path to that blest abode;
 Through faith in Christ has read its title clear,
 While learned men remain in doubt and fear.
 A little child! The Lord oft uses such
 To break or bend, the stoutest heart to touch,
 Then by His Spirit bid the conflict cease,
 And once forever enter into peace.
 And then along the road the news we bear,
 "We're going to Heaven—that Jesus paid our fare!"

BRAZILIAN WOMEN.

To one who makes a tour of South America before going to Brazil, it seems as if all the homely women on the Continent had emigrated there, for pretty ones are extremely scarce. Their complexions are sallow and muddy, and they all have a bilious look. Another oddity is that the women are invariably fat, and the men are invariably lean. Their complexions are ruined by the climate, and the lives of indolence they lead give them a tendency to obesity, which is augmented by the excessive use of sweetmeats. The women are munching confectionery from morning till night, and scarcely eat anything else, and their time is divided between snoozing in a rocking chair or peeking through the blinds to see the people on the streets. One can ride about Rio all day without seeing a Brazilian lady, and the only glimpse a man ever gets of them is during the evenings at the cafes or

at the play-houses, unless he gets out early in the morning and catches them on their way to mass.

At 6 o'clock every morning the streets are full of women on their way to church, and at 7 o'clock they are on their way to their homes, and from 7:30 there isn't a petticoat to be seen until the gas is lighted and the houses are emptied into the streets, the parks, the ice-cream booths, and the theaters. There they appear in their Paris finery, overloaded with jewels, munch candy, nibble ices, and gossip. Next to her complexion, the ugliest thing about a Brazilian woman is her voice. It sounds as if the parrots had taught her to speak, and when you hear it behind the blinds, as one often does, it is always a matter of doubt whether "Polly" or her mistress is talking. But the Brazilians do not call their parrots "Polly," as we do. The common name is "Loreta."

A Brazilian woman never goes shopping. Servants are sent for samples, and if it is a bonnet the senorita wants to buy, a box or basket containing all the latest Parisian styles is sent up for her inspection. Most of the purchasing is done in this way, and a woman is rarely seen in a shop. But in all of these remarks the negroes are excepted. The streets swarm day and night with gorgeously dressed Dinahs, wearing turbans that would shame a passion flower for color, and usually yellow or red gowns. They chatter like magpies, and seldom seem to be going anywhere, or have any object in life beyond gossiping with the friends they meet.

Their color line is drawn in religion. The negroes have churches of their own, with colored saints and colored priests, and have separate street cars. They do not come in contact with the whites in any way except as servants.—*Rio Janeiro Letter in New York Sun.*

MAMMA'S SHIP.

The Point Lobos watchman of the Merchants' Exchange was aroused from his monotonous contemplation of the horizon yesterday morning by a faint rap on the lower panel of the door of the station, and upon opening the latter he discovered a rosy-cheeked boy of about five, looking very hot, tired and dust begrimed, and having evidently made the journey from the city alone and on foot.

"Please, sir, is mamma's ship coming in?"

"What ship is your mother on, my child?" asked the lookout, staring at his diminutive visitor.

"She isn't on any; she's at home," replied the small inquirer, somewhat puzzled. "She has a ship of her own, though, and I want to know if it's coming in."

"I suppose its father's a captain," said the lookout to himself. "What's the ship's name, my son?"

"Name?" reflected the child; "it hasn't got any name; it's just mamma's ship, that's all."

"No name?" said the station man, more mystified than ever; "who sent you here, little one?"

"Why, old Jim, the sailor, who lives back of our house. He said this was the place where they watched for the ships to come in, and so I thought I'd come out to-day and see if mamma's was in sight. I started this morn-

ing and people showed me the way, but I didn't think it was so dreadful far. Please, mister, won't you look again for mamma's ship?" and the tiny traveler sank down on the door step much exhausted.

"What makes you think your mother has a ship?" asked the watcher, as he lifted the child into a chair.

"Why, because she says so," replied the baby, much astonished by the absurdity of the question. "You see, I'm most crazy for a little spotted pony like Charlie Peters has, and—and a red cart to hitch 'Garde,' that's our dog, to. But whenever I tease mamma for them she says I must wait till her ship comes in. I'm awful tired of waiting, so I thought I'd come out here and ask you. Don't you think that little one way off there, with the long black tail, might be it?" and he pointed to a steamer smoking along past the Farallones.

"I guess it will be along pretty soon now," said the lookout, gravely, sighting through his telescope. "Meanwhile you climb into that berth yonder and take a nap while I watch." And in a few minutes the Merchants' Exchange telephone repeated to police headquarters the message that a lost child would be found safe and well at the Point.

An hour later, when the distracted mother arrived at the station, the truant was still fast asleep, the contented smile on the little mouth showing that he had reached that placid haven—that dreamland—where only, all our ships come in.—*Derrick Dodd in San Francisco Post.*

THE MOTHER-IN-LAW.

Dhere vas many qveer in dis land off der
free

I neffer could qvite understand;

Der beoples dhey all seem so deefrent to me

As dhose in mine own faderland.

Dhey gets blenty droubles, und indo mis-
haps

Mitoudt der least bit off a cause;

Und, would you pelief id? dhose mean Yan-
gee chaps,

Dhey fights mit dheir moder-in-laws!

Shust dink off a white man so vicked as dot;

Vhy not gife der oldt lady a show?

Who vas it gets oup ven der night id vas
hot,

Mit mine baby, I shust like to know?

Und dhen in der vinter when Katrine vas
sick,

Und der mornings vas shnowy und raw,
Who made righdt avay oup dot fire so
qvick?

Vhy, dot vas mine moder-in-law.

Id vas von off dhose voman's righdts vel-
lers I been,

Dhere vas noding dot's mean aboutt me;
Vhen der oldt lady vishes to run dot mas-
heen,

Vhy, I shust let her run id, you see,

Und vhen dot shly Yawcob vas cutting
some dricks

(A block off der oldt chip he vas, yaw!)

Eef she goes for dot chap like some dou-
sand of bricks,

Dot's all righdt? She's mine moder-in
law.

Veek oudt und veek in, id vas always der
same,

Dot voman vas boss off der house;

Budt, dhen, neffer mindt! I vos glad dot
she came,

She vas kind to mine young Yawcob
Strauss,

Und vhen dhere vas vater to get from der
spring,

Und firewood to shplit oup und saw,

She vas welcome to do it. Dhere's not any-
thing

Dot's too good for mine moder-in-law.

—*Charles Follen Adams, in Boston Globe.*

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

Note the date on your address, and if your subscription has expired, please renew promptly. Your subscription expires with the month printed on the address label. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are misrurried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

A WORD FOR MARTIN.

The strike of the Knights of Labor on the Missouri Pacific Railway having not only failed, but in consequence of the actions of the noble knights there, their association has lost every vestige of respect and sympathy of those who believe in equal rights to all and justice to every individual, no matter how humble, something must be done; somebody must be found to bear the burden of their disgrace in the hope that it may thereby be shifted from their shoulders, and Martin Irons has been selected for the "scape-goat." Mr. Irons is now certainly in a position to fully appreciate "man's inhumanity to man," and it is to be hoped that he will now begin to realize that it is but a short time since he was doing to others what the knights are now doing to him. He was actively engaged in persecuting men who merely wished to pursue their unquestioned right with the difference that while Mr. Irons and his followers were violating the civil law, the knights in their persecution of him have not as yet violated law for the simple reason that Mr. Irons was not at home when they called. So far as can be judged by their actions and public utterances, including a couple of celebrated circulars, the character of Mr. Irons is more to be admired than that of Mr. Powderly, for while the former has been straightforward and consistent in all his actions and utterances, saying just what he thought and by his acts proving that he meant what he said; on the other hand, Mr. Powderly often said one thing and did the opposite, was on one side one day, and the other the next.

It certainly is the meanest kind of injustice and ingratitude for the knights to wreak their vengeance on Mr. Irons simply because he is in their power and Jay Gould is not. Both leaders were laboring for the same end, but Mr. Powderly was smart enough to foresee defeat and "hedge" against it, while Mr. Irons went down with his flag flying, and Mr. Powderly "lives to fight another day." If, however, Mr. Irons learns from his experience to respect the rights of others, he will live to thank the knights for their cowardly attack on him.

MORE HUMBUG.

"The executive board must approve of all future strikes, and, *except* in certain grievous cases where immediate action is necessary, a strike or boycott will not be allowed without their approval." So has decided the conclave of wage-labor socialists at Cleveland. The most notable part of the decision is the exception. Like Mercutio's wound, "it's not so deep as a well, nor so wide as a church door, but 'twill serve" all the purposes of any Martin Irons or other vicious Powderly conspirator against the law and the rights of men under the law. When the Powderly government concedes to its local subordinates permission to "order a strike," or to command a boycott, without its regal approval, upon the appearance of "a grievous case," or "upon any contingency whatever," it of course makes the local subordinate the judge of the arrival of the contingency. The new decree of the great Hicocalorotodoponderoso of the noble order amounts to exactly nothing.

There is another mode of dealing with the strike and boycott lawlessness that is likely to be much more effective in the future than any ukase of any executive of the Powderly confederation of socialistic hired men. There are two modes in fact. One is indicated by the word *blacklist*, the other by the word *injunction*, supplemented by the word *jail*. The arrogant pretensions of the Powderly government and the lawless behavior of its interesting subjects have brought into the field in opposition to that socialistic organization these two dangerous adversaries, that will not be retired by any pretended decision of fellows that have no shadow of authority or power to decide anything.—*Chicago Times*.

SOME RESOLUTIONS.

In the May issue under the caption of "Obeying Orders," the MONTHLY took occasion to censure the rumored adoption of some resolutions by a division of the Order. Since that was in type we have learned that the resolutions *were* adopted, and the following is a copy:

At a special meeting of Division No. 188, called for the purpose of considering the actions of certain conductors, members of the Order who in leaving their positions as conductors to perform the duties of switchmen in the St. Louis yards of the W., St. L. & P. Ry Co., *thereby participating in a strike of railway employes* then pending between the said W., St. L. & P. Ry Co., and its *former* switchmen, the following was adopted:

Resolved, That the members of Division No. 188 do not approve of the conduct of these brother conductors in performing other duties than required of them as conductors.

Resolved, That by their conduct they have not only drawn the condemnation of all other classes of employes upon themselves, but upon all members of the Order, and the public expects some explanation from the Order.

The italics in the above extract are ours.

We are now in receipt of the following letter:

STANBURY, GENTRY Co., Mo., May 18, 1886.

W. P. Daniels, Esq., Chicago, Ill.

EDITOR MONTHLY:—Having been a member of the O. R. C. eleven years, I was ignorant enough to believe that the CONDUCTOR'S MONTHLY was published in the interest of the Order, and not in defense of Masonry or any other Order outside of our own. But we are never too old to learn; and you editorially say it is rumored that a Division passed resolutions condemning members of our Order for doing switching during the late

strike, and that those who voted such resolutions were out of place in the Order of Railway Conductors.

With all due respect to you and your position in the Order, I must say such an assertion is pretty broad, to say the least. Bro. Daniels, there were brothers voting for that resolution that are the peers of any one in or outside of the Order, and conscientiously believed they were doing right, and the O. R. C. a service by so doing. Being Chiet Conductor (of this very disgraceful Division) and not entitled to vote, my duty compelled me to put the question; whether I would vote aye or nay does not make any difference now.

Now we as free American citizens and members of a great brotherhood, have a perfect right to discuss the action of any public or private person in his public acts, and in passing the said resolutions, we were but so doing. If I don't like the actions of you or any other officer, I have the perfect right to criticise the same. And if Division 188 needs to be disciplined, we are ready to receive it, but we don't wish to be condemned morally for our honest opinions.

The majority of the Order, I suppose, are against us, and we cheerfully submit to such.

Now the word 'scab' has no terrors to me individually, but I do hate to hear the O. R. C. dubbed the Order of Railway "scabs," by engineers, firemen and brakemen whom we are working with every day, and for such reasons, and such only were the resolutions passed.

Now, Bro. Daniels, this is written because I individually take exceptions to your article, and to set the members of this Division right before the brotherhood, and I hope it will be received in the same fraternal spirit in which it is written. There is not quite as much big I and little u in this, as some letters I have seen; nevertheless, you can publish if you see fit to do so.

Fraternally yours,

T. J. PRESTON, *Div. 188.*

We will first consider the resolutions for a moment; the preamble recited that by obeying the direction of their employers, these members have participated in a strike. This seems so sublimefy ridiculous to us, that it does not seem possible that any comment can be needed. Certainly if a man who goes quietly about his business is participating in a strike, we do not know what a strike is, and haven't the slightest conception of the meaning of the English language.

The Order interferes with the personal liberty of no man, no matter whether he be a member or not, but here we have a Division of the Order censuring men for attending strictly to their own business. The striking switchmen, as is admitted in the resolutions which say "the *former* switchmen" were no longer in the employ of the Wabash railway, but had vacated their positions and engaged in an unlawful endeavor to prevent others from accepting them, and this Division is fearful that the Order will suffer because these same, and other lawbreakers and their sympathizers will call them "scabs." We repeat that men who are in sympathy with the sentiment expressed in these resolutions are out of place in the Order of Railway Conductors. Certainly each Division and each member has the right to criticise the actions of any other member or of any Grand officer, but neither the member or the Division has any right to dictate to any other member as to what his conduct shall be so long as he does not violate the laws of the Order. It is quite probable that those who voted in favor of the resolutions are the "peers of any in or outside the Order." It is even more than probable that many of them are far superior to him who endeavors to edit the MONTHLY, but that does not alter the fact that if they conscientiously voted for the resolutions, they know but very little of the Association of which they are members, and that they are out of their element. We are fully aware

that this is a "broad assertion," but it certainly is also taking a broad platform when a Division of the Order assume to say to me that I must not drink coffee for breakfast because some one who does not like it may call me names for it, and thereby reflect discredit upon them as members, and this is exactly what Division 188 assumes to do. It has just as much right and reason to censure me or any other member of the Order for what we eat and drink, as it has to censure us for what we do to earn our food and drink, and we advise the members of Division 188 to take a little time to study the law and principles of the Order, learn just exactly what the Order of Railway Conductors is, and then say whether or not the censure of these resolutions is just. Certainly the members of the Division are "free American citizens," but so also are the members of other Divisions and being a "free American citizen" gives no man the right either moral or legal to dictate to any other, be he citizen or not, although many foreigners come to our shores with the idea that on the soil of the United States of America he has the right not only to do as he pleases, but make every other man do as he wishes if he can muster the brute force. Some of the noble army who are just now vigorously denouncing us as "scabs" are learning (if they are capable of learning) the error of this opinion, while "playing checkers with their noses," and it is our opinion that the condemnation of not only this class, but of all who sympathize with them will not seriously injure the Order, and the "Order of Railway scabs" can well afford to let these defeated and disappointed men, many of whom are now in want of food and shelter and entirely dependent for them on the charity of others, enjoy the slight and empty satisfaction of calling names.

Bro. Preston may rest assured that his communication is received in the fraternal spirit in which we believe it is intended, and that nothing in either this article or the one in the May MONTHLY was intended to be personal. We *know* that we understand the spirit and principle of the Order as it is now constituted, and we also know that Division 188 was wrong in adopting resolutions censuring members of the Order for doing what they had a perfect right to do, what we certainly should have done had we been in their places and what we honor them for doing, and we sincerely hope that the members there will see their mistake before this reaches their eyes. They have the *right* as individuals to censure these men, or any, if they see fit to do so, but they have no right to use the influence of the Order, or of a Division of it to do so.

The MONTHLY is published by the Order and for the Order, and one of its objects is to defend the reputation of the Order, or any one or more of its members when assailed, no matter whether the assault comes from malice without or ignorance within, or whether it comes from open enemies without or well-meaning but misguided friends within.

As to Masonry, if publishing an article written by one of the oldest members of the Order, one whom to know is to respect, and one who prides himself on being what strikers call a "scab," to be read by members of an Association more than three-fourths of whom are Masons, is to publish the MONTHLY in "defense of Masonry," we plead guilty though inclined to the opinion that Masonry needs no "defense" at our hands.

A NOTABLE EXCEPTION.

The late convention of the Knights of Labor at Cleveland, which was to enact such laws and regulations as would in the future prevent such outbreaks as the late one in the Southwest, seems to have been a somewhat remarkable body, in that it satisfied completely all factions, and each one returns claiming a victory over the others. The members who support Mr. Powderly insist that everything was just exactly as they wished it,

while those who oppose him claim that they won a substantial victory, and that its results will be apparent when the time for election of officers arrives. It will, in the opinion of the MONTHLY be a misfortune for the organization if Mr. Powderly shall be defeated when that time comes, for he is the only prominent member who has shown a desire to yield to public opinion. The MONTHLY does not admire the character of the gentleman, and has taken the liberty to freely criticise the inconsistency of his actions, and we firmly believe that he is *now* and has for some time past, gone directly contrary to his opinions, simply as a time-serving expedient to regain public sympathy to the side of the Knights, and while we cannot commend this course, we do believe as stated above, that it is the best thing for the *organization*, and in fact the only way to continue its existence for any appreciable time. Whether it is better for the members of that organization, as individuals, is another question entirely, and we believe it should be for their best interests that Mr. Powderly be defeated, and the end of the organization be thereby hastened. It certainly has been an injury to laboring men so far, and there are many to-day who have lost their little all through their connection with it.

The law to prevent causeless strikes, adopted at the Cleveland convention, is being paraded as evidence that the Knights intend to prevent any repetition of the troubles of the last few months, but how they can expect such a "gauzy" piece of "tomfoolery to humbug any person of common sense, is beyond the comprehension of the MONTHLY. Hereafter, they tell us, no strike can occur without the sanction of the executive committee except in cases of emergency, virtually saying to their members, "You must not strike or boycott without our consent, unless you want to!" for who but the persons who wish to strike are the judges of the urgency of any case. It may be a "good enough Morgan until after election," but we opine its sponsors will find that it like the famous "secret" circulars, will not answer the purpose intended which is simply to humbug the public while they are preparing for another effort to coerce every one to their idea of what is best, not for all, but for them regardless of the rights of any individual. As an illustration of this, note the action taken to appease for the time, other striking organizations that assume to control their employers' business. As an act of great magnanimity they propose to allow men holding "cards" from trades unions to work in the same shops with those holding the "cards" of the Knights, but the man who does not believe in their methods and consequently is not a member of their organizations, cannot, if they can prevent it, work where "union men" or Knights are employed, or for that matter, in any place. The employer is to have nothing to say. Can such organizations benefit American citizens?

AN APOLOGY.

We are privately informed that a member of the Order residing in the South, whose relatives served in the Confederate army during the war, feels aggrieved by the language used in the May number of the MONTHLY in regard to the "rebels who fired on Fort Sumter," and we wish to say first that the language was used without a thought of its being offensive to any one who was on the side of the South during the war, and we do not believe that it is so regarded by a large majority of those who served in the Confederate army. We have repeatedly heard ex-soldiers call themselves rebels, and the word was not intended to convey reproach in the slightest degree. It is a fact that by the success or failure of any effort its justice is in a great measure judged, and had the Southern army been victorious the war would have been known in history as a revolution and the victors would undoubtedly have been patriots who relieved themselves from an oppressive government. During the war we were as bitter against the South as any one could be, as ready to "hang the rebels" as the next one, but it seems to us that it is now too late

to let even a thoughtless word or expression mar the friendly feeling that should exist, especially between members of our Order. Many of our personal friends are those who wore the gray and some of them bear the mark of "Yankee" bullets. Since the war every member of our family have settled in and are now residents of the South, and have been uniformly treated with kindness and friendship, and in all our travels we have always met with the same treatment. We believe, from numerous conversations on the subject, that a majority; yes, substantially all, Southern people are now glad they did not succeed and that we are now all citizens of the United States of America. Southerners proved on the battle-field their right to the title of Americans, and while we of the North believed them in the wrong, we are as proud of the courage and endurance exhibited as we are of that of our own soldiers. The success of the Northern arms made those who fired on Fort Sumter rebels, and while we think that any who object to the term as applied in the May number are too sensitive, we heartily apologize to any and all who feel aggrieved.

TOO MUCH TRUTH.

BATTLE CREEK, MICH., May 15, 1886.

MR. DANIELS.—*Dear Sir:*—You will confer a large favor on me by not sending the CONDUCTORS' MONTHLY any more to my address. I notified your agent in Battle Creek several months past for to stop it and he has failed to do so. I am very fond of good reading material but I do not appreciate the teachings of the MONTHLY, and I think in place of making friends that the MONTHLY has got more enemies at the present time than any magazine or journal that is in print to-day. You are the editor and you are responsible for allowing such nonsense to go in print and set it before the eyes of the public to read. I have nothing more to say as I do not wish to insult a man in his belief, but the MONTHLY has insulted a great many men on the continent of America.

From yours fraternally,

THOMAS COSTELLO.

Certainly, Mr. Costello, we are glad to confer so "large a favor" at so slight trouble, and this is the last number of the MONTHLY that will trouble you unless you borrow it from some one else. We do not expect the members of the Knights of Labor and of kindred associations or their friends to appreciate the truth that is published in the MONTHLY, at least not just yet. If we mistake not, a time will come when they will heartily regret, as many now do, that the stand advocated by the MONTHLY was not taken by them. It seems to us a confession of weakness when any person refuses to listen to the opposite side of anything, whether it be argument on the labor question or anything else.

CAN WE DO WIHTOUT IT?

The *Railway News*, in a late number, says it "cannot compliment the MONTHLY on the line of policy it appears to be following with regard to the labor movement. Conductors are a part of the labor world, and that is a world that has either to hang together or its members will all be hung separately. Subserviency does not pay, and although conductors may be classed with clerks and such like, who have not the independence of the mechanic, still it is a crying pity that any class of workers should be so blind to their own interests as not to know that all honest labor has the same interest, and that combination and organization are its only means of protection."

So we shall have to struggle along without being complimented by the *News*, and perhaps it will be too much for us and that we shall be obliged to succumb to an adverse

fate, terminate our editorial existence and bring the MONTHLY to an untimely end, though we shall continue the effort to exist for a few days longer at least, and our readers may be assured of receiving the August number if no more.

There is, however, some consolation from the fact that there is much valuable information to be gleaned from the paragraph quoted. First, we find what we never even suspected before, that conductors are a part of the "labor world." This will be surprising news to many conductors, and particularly those who only run a local freight, handle only from one hundred to five hundred cars and only from twenty to two hundred tons of freight per day. It will also be news to many through freight conductors who only run from 4,000 to 7,000 miles per month. Also to many passenger conductors who run from 250 to 350 miles per day. None of these men have the slightest idea that they *labor*. They have always thought it was something like base ball and that they were doing it just for fun. They must now undeceive themselves. It's only "we 'uns" that run "railway papers" that don't labor. Conductors *are* a part of the labor world and they ought to be grateful to the *News* for apprising them of the fact, as they might have gone on for many a decade to come without that knowledge. The *News* further says they must hang together, and here again it rudely interrupts our blissful ignorance by giving us of the fruit of the tree of knowledge and just enough to make us thirst for more. We thought we had been hanging together with remarkable unanimity, but the *News* carries the inference that we are not, or does it mean that we should tie ourselves to the coat-tails of the noble Knights and thereby receive the consideration that members of that organization do. Reflect on the matter, "cons.," would it not be fine if you could be treated thusly, a select committee of twelve reputable citizens so solicitous for your welfare that they would provide you with private apartments at public expense and care for all your wants to enable you to devote your entire time for months to the study of the "labor movement"? Think how much better this is than to be hung. To be sure, you have not been hung yet, but you will be. The *News* would not misinform you about a little thing like that, and its very next issue may have you all hung up in a nice little row for the delectation of your dear friends, the "noble knights."

You are to understand too that "subserviency does not pay," and as you don't seem to know what "subserviency" is, we will anticipate the *News* a little and illustrate: You are employed as a conductor receiving, for instance, three dollars per day; your brakeman, who receives perhaps half that sum, concludes that he does not get enough, and in company with others strikes; he don't "resign," he just strikes, and you must note the difference. The place as brakeman on your train is his and he has a right to say that it shall remain vacant until he chooses to resume it. The fact that the strike stops your work and wages and that you may need the wages to buy bread for hungry children has nothing to do with the matter whatever; you must not presume to fill the vacant places when directed by your superior to do so, even if your children *are* hungry; if you do so you are "subservient" and it "don't pay." In fact, you have no right to use your own judgment as to whether you will earn wages or remain idle; if you do you are "subservient" and must be hung. If you wish to avoid such a dire fate you must be absolutely independent, like the mechanics who are members of various trades unions and stop work just when they are directed by the officers of those unions; you must be so independent that you can't commence work again until given permission. As you are now situated you have no independence at all; if the executive officer of your organization orders you to quit work you are so completely subservient that all you can do is to give him, as the Irishman did, an evasive answer and tell him to "Goto—Philadelphia and be hung," and you are so subservient that you can keep on the even tenor of your way and your association can't expel or discipline you in any way. If, too, you try to do your work of running your train or whatever duty may be assigned you, well, and in a manner to please your superior officers, endeavoring to make yourself so useful to your employers that

they will recognize your worth and promote you, you are subservient: you should be independent and show your independence by your actions; slight all the work you can and make it a point to get over the road with as little work as possible, and when finally an opportunity is offered, or you exhaust the patience of your superior and he dismisses you get your gun and threaten to shoot him if he hires any one to take your place, or any one that ventures to take it. That is independence; it shows that you are too independent to care for the rights of others, the law or anything else, and it is likely to secure for you the kind consideration that has already been extended to numerous other independent persons, and you won't have to be hung. You must understand, however, that it is *not* subservience for a paper to indirectly give aid and support to criminals in the hope of increasing its patronage by obtaining their favorable consideration. That is supreme independence; it shows that its management have independence enough to honestly sympathize with crime or that they are independent enough to prostitute honest opinion for gain.

As the *News* says, it is a "crying pity" that you are so blind to your own interests, and numerous defeated strikers and law breakers are crying very loud about it just now.

CRITICISED BY AN HONORABLE (?) ASSOCIATION.

The *Switchmen's Journal* for June publishes an article which is an attempt to criticize the resolutions adopted by Milwaukee Division No. 46, during the riots in that city and Chicago, and heads it "Not too Honorable." The article, which we give below, is unworthy of any comment from us as it is on a par with the utterances of members of the Switchmen's and other Associations of that class, the endeavor to force all to their way of thinking, and when unable to do so, take their revenge by crying "scab;" the idea of a man acting upon his own judgment instead of submitting to their dictates, being as irritating to these gentlemen as a red flag to a mad bull. The assertion that Division 46 wishes or intends to "lock horns" with the engineers, firemen and brakemen is about equal to the frantic declarations so numerous volunteered, that the Association was in no way connected with the various demands made by, and strikes of switchmen in Chicago. Conductors, including those who are not, as well as those who are members of the Order, are in the habit of attending to their own business, and it will probably require more than the assertion of the *Journal* to alarm the engineers, firemen and brakemen who can rest assured that unless they interfere with the conductors, they will not be molested. The *Journal* may be certain though, that neither Milwaukee No. 46 or the members of any other Division will permit either engineers, firemen, brakemen, or the powerful and august Switchmen's Associations to control their actions; either as individuals, or as an organization, they reserve that right to themselves.

Of course every one will remark the eternal fitness of things when the mouthpiece of an Association that is virtually, if not literally, guilty of falsehood in denying all connection with the switchmen's strikes in this city, calling into question the "honor" of either the acts or motives of any other body. This Association won what it called a victory over the Lake Shore road not long since, and when the strike ended, announced that the company had given in and a paper purporting to be a message from some of the officials, was read, though those who had the paper in charge, were careful to conceal the identity of the signers. It afterward transpired that no one in any way connected with the Lake Shore, had anything to do with the message which was a guarantee by some one that the men objected to by the strikers would be removed. The responsibility of the guarantee is shown by the fact that all of the eight men are yet at work in the Lake Shore yard, and Chairman Stahl, Committeeman Collins, and some ten or twelve other strikers are not. When Stahl was dismissed, he left town, and then the Association

charged that he had embezzled some \$300 of its funds, or the funds of the strikers; the MONTHLY has been unable at this writing to learn just exactly what funds were concerned. Stahl has now returned and the charge of embezzlement is quieted, and a charge made by him that they are indebted to him for some \$200, for which he failed to make any acknowledgment, and which they now refuse to repay.

For the latter item, we are indebted to an old and well-known employe of the "Lake Shore."

The Yardmasters' Association, one which is as opposite from that of the switchmen, as daylight is from dark, held their annual convention in St. Paul a few days since.

During the freight handlers' strike, the members of the Switchmens' Association employed in one of the "Northwestern" yards demanded the removal of a yardmaster, and to the shame of that company be it said, the man was removed without any cause except that the switchmen did not like him, although he was an old and trusted employe, and is respected by all other employes who know him. A representative of the *Journal* after this, attended the Yardmasters' convention and tried to have them adopt the *Journal* as their official paper, denying that the members had demanded the removal of the "Northwestern" yardmaster.

Without further remark we reproduce the article in question, and assure Milwaukee Division No. 46, that they can feel proud of condemnation from such a source:

Division No. 46, of the Order of Railway Conductors, of Milwaukee, has issued a circular containing the following peculiar, to say the least, resolution:

Whereas, A great strike is imminent, and the stoppage of all railway business is in danger, detrimental to the employers as well as the employes, and the outlook dangerous to all kinds of business; therefore, be it

Resolved. That the members of Milwaukee Division No. 46, Order of Railway Conductors, employed as conductors on all railroads running in and out of Milwaukee, hereby tender our services, if necessary, to fill any position in any capacity of which the officials may deem necessary for the best interest of the several companies.

Resolved, That a copy of the above resolutions be sent to all general managers and general superintendents, and assistant general superintendents of all railroads of which we are employed.

The circular is signed by a committee of the Order, consisting of Sylvester Sykes, W. J. Durbin and A. L. Vannaman. These resolutions have been clipped from newspapers and posted on numerous engines and on the bulletin boards of the C. M. & St. P. R. R. by different employes of that road, not only for future reference, but in order that they may show their condemnation for this uncalled for and extraordinary proceeding. The railroad officials, in all probability, will be glad to know that there are a few men that they can depend upon at all times and under all circumstances. Some can be used in helping water railroad stock, others as section hands. Some of them will be "handy to have about the house," when a State Legislature is about to be purchased, and others can be used as "wipers" at round houses, freight handlers, switch tenders, coal shovelers, etc. In fact, there is a grand field for them. But it occurs to us that the indications are that these gentlemen have undertaken a pretty big job. Yet the intelligence that prompted the passage of their resolutions would evidently not hesitate to declare that the "sun do move."

But to be brief, the publication of these resolutions has caused anything but favorable comment among other railroad men. Division No. 46 ought to understand that there are other railroad men organized into organizations with as commendable objects, and just as strong, numerically and financially speaking, as the organization of which Division No. 46 is a local branch. And when a handful of men propose to lock horns with the engineers, firemen, brakemen and switchmen, they will find that they have an unusually large elephant on their hands. There should be perfect harmony between the different organizations of railroad men, and anything tending to create friction should be frowned down upon. We do not believe that the national organization of conductors will indorse the course of Division No. 46. They cannot afford to do so.

—Inquiry is made by the secretary of Division 78 for Bro. Frank Carney. Send information to E. B. Carr, Box 968, Freeport, Ill., and by the secretary of Division 11, for Bro. J. Goss. Send information to Jas. B. Engle, Emporia, Kan.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

MILWAUKEE, WIS., May 17, 1886.

EDITOR MONTHLY:—Perhaps no one has notified you lately that Division 46 was alive, but we are; and when you was at the dance, May 5, with Bros. Wheaton, Coman and Perman, you was able to judge for yourself, and as all had a good time and the entertainment a success, we feel proud. We do not feel proud of all we have entertained in Milwaukee Division 46 as brothers of the Order; while all have proven themselves members of the Order, many of them have failed to prove themselves gentlemen, and so many cases of this kind have come to Milwaukee, and many of the brothers have been made victims of misplaced confidence, that the next member of the O. L. C. coming this way must be prepared for a rigid trial.

Our medicine may be a little strong, but we have taken so much medicine without asking who mixed it, and never said a word so it proved to be in the right bottle, we now have taken the same bottles and mixed a dose for them. Please advise all that come this way to be sure and get our prescription.

Inclosed please find another copy of resolutions which our Division wants you to publish in the MONTHLY:

WHEREAS, The ties in our obligation are such that we should interest ourselves in the welfare of a member of the Order of Railway Conductors, when seeking information or occupation, but as we have been, and are still, being imposed upon, we are obliged to take precautionary steps to protect the good name of the Order of Railway Conductors; therefore, be it

Resolved, Hereafter any person claiming to be a member of the Order of Railway Conductors, seeking information or occupation, and applying to members of this Division for assistance, must have a letter from the Secretary of the Division that he claims to be a member of, it signed by the Chief Conductor and Secretary, with seal of Division attached thereto, stating to the best of their knowledge and belief that the holder of such letter is worthy of attention from the members of the Order, and the said person will pay all debts he contracts, and that his standing is good; that he is not of an extravagant disposition, and lives wholly within his salary, also stating that he is a man of family or single, and if a family that he provides for the same and does not leave them at the mercy of members of the Order; be it further

Resolved, That a copy of these resolutions be forwarded to the editor of the CONDUCTORS' MONTHLY for publication in its next issue, that the members of the Order at large may prepare themselves to comply with the above resolutions when asking favors from the members of Milwaukee Division 46, Order of Railway Conductors.

We are proud to state that Division 46 is all O. K., with 123 members and eleven more petitions all balloted on favorably, and now waiting to get time to instruct the candidates the way they should walk, so as to not lose the reputation that we have secured; we have three brothers on the sick-list, whom we are watching and attending to their wants. May we see them on deck soon again! Our old stand-by, J. N. Robinson, has

been some fifteen days in the flowery gardens of the South; he looks all O. K. Our Chief Conductor stops at Jefferson Junction, going east and west; he has quit chewing tobacco, but he knocks the young ladies silly on gum in Milwaukee. Our Past Chief Conductor, Bro. Durbin, was off fishing last week, and he caught a Mississippi river cat fish he said was three feet six inches between the eyes. I once had a gentleman tell me a fish story something similar to this, and I intimated that the man was prevaricating; since then I have had a "reverse curve" on my nose; it does not look well, but I am as sweet as ever. If you know of any Division that wants to get up a successful entertainment, have them send for committee on arrangements (and it will surely be a success) that Division 46 had when we had an entertainment on May the 5th. I presume when the Wisconsin Central line opens you will see quite a number of the members from 46 in Chicago almost every day, and if you don't see them in Chicago, visit Milwaukee Division 46 at No. 1 Grand avenue, Knights of Honor hall, on the first and third Sundays in each month.

Yours in P. F.,

AL. VANNAMAN, *Sec'y Division 46.*

EDITOR MONTHLY:—With a clouded sky and gloomy outlook, I with a little band of five brothers, left Atlanta at 7 P. M. the 5th, arriving at Macon at 10:30 P. M., where we found Bro. T. J. Johnson and several gentlemen who met us at the depot and escorted us to the Brown House, which, I am happy to say, is a perfect model in the way of equipments and comforts, but of this I will speak again further on. After a delightful night's rest we donned our best, came down to the dining room where we were prepared to do full justice to an elegant breakfast. Our prospects for anything like a crowd of visiting brothers was still gloomy in the extreme. But I will leave the matter with you to judge our agreeable surprise and joy when the train rolled in to the Union Depot from Montgomery, bringing the jovial and jolly faces of eleven brothers, headed by our ever-jolly brother, D. D. Curran, Secretary and Treasurer of 98; but we found it rather hard to rush them to the hall, as breakfast was then on hand, and as they expressed it, they had only had the second breakfast and desired the third before going to work; but no sooner had we whispered to them to save themselves for what was to come in the way of a banquet at three o'clock, we heard no more wants of breakfast on to the hall, and must say, the observed of all observers, for a finer looking lot of knights of the rail I never saw. When we found ourselves in the comfortable and cosy hall of the Locomotive Engineers we found we had just twenty-five brothers present, and all willing workers, but the hall was not situated so as to exemplify the work—too small and no ante-room. However, we left a good impression, and all the new members seemed perfectly delighted, and several expressed a desire to take the insurance at once. Bro. Curran and myself made considerable talks to the new division in regard to the duties, etc. Admitting as members of the new division Bros. Johnson and Taylor was rather a new departure, but after a full discussion by all the brothers present we decided that if it was the desire of the new division without a dissenting voice, we could see nothing wrong in it, as they both presented their withdrawal cards. The division then unanimously elected Bro. Johnson as C. C., and we find Bro. Johnson well posted in the work and takes great interest, and we feel that the Division is left in good hands. When through with the election of officers we were informed of the fact the hour had arrived for dinner. Moved and seconded we adjourn for one hour; carried. The line of march then in order until the Brown House was reached, when the elegant dining room doors were thrown open, displaying a sight that would be very aggravating to a man who had met with the misfortune, or rather the opportunity, to copper the third breakfast; but, as already stated, by our whispers to our Montgomery brothers as to what was coming, we had prevailed,

consequently we had none but what could do full justice to the occasion, and, indeed, we cannot too highly compliment the local brethren for selecting the Brown House for our headquarters, for the attaches know just exactly how to make their guests feel perfectly at home.

Reassembling, we spent the remainder of our time in the installation ceremonies and instruction. The hour having arrived for all the visiting brothers to depart, with many pleasant good-byes and God bless yous, we hied to the depot and was soon borne out from under the walls of the city of Macon, and was soon speeding our way on to our various homes.

In P. F.,

J. H. LATIMER.

MINNEAPOLIS UNION MEETING.

We clip from a Minneapolis paper the following account of the union meeting 117:

A union meeting of divisions of the Order of Railway Conductors was held yesterday at George A. Morgan Post hall, at which there were in attendance sixty members, representing seventeen divisions. There were present also, C. S. Wheaton, of Chicago, grand chief conductor; Ed Coman, of Kansas City, assistant grand chief conductor; W. W. Flack, of St. Paul, grand junior conductor. At a meeting in the morning for the exemplification of the Order the conductors, by invitation of Minneapolis Division 117, adjourned to the room adjoining and sat down to a sumptuous banquet, at which the following were present:

C. S. Wheaton, Elmira, Division No. 9; Ed Coman, George E. Mills, Kaw Valley, Division No. 55; Harry Priest, N. J. Graves, Waseca, Division No. 90; E. D. Hogan, Thomas Costello, Morris Wilson, William Allen, Fort Dodge, Division No. 93; F. W. Dallin, Dallin, Dak., Division No. 72; C. Loser, Red River Valley, Division No. 75; J. H. Cook, St. James, Division No. 130; J. H. Gilbert, Britton, Division No. 138; E. Dunn, Savannah, Division No. 78; L. B. Ridpath, W. J. Allen, Division No. 130; J. E. Holden, Crescent City, Division No. 108; James K. Morrison, Centralia, Division No. 112; W. H. Hunters, Division No. 59; A. B. Chapman, F. M. Chapman, W. H. Voorheis, F. M. Sanders, Marshall, Division No. 4; D. Burleigh, Des Moines, Division No. 38; J. Murphy, R. Moriarty, J. C. McCall, W. H. Cummings, C. F. Seymour, R. B. Kingsbury, John Bryant, M. J. Towey, P. A. Sharpe, J. Snyder, W. A. Sibley, St. Paul, Division No. 40; H. Staples, W. W. Flack, M. P. Benson, B. F. Clement, J. H. Gardner, L. H. Pomeroy, H. P. Hand, J. J. Duffy, C. F. Lawson, A. F. Marsh, J. B. Williams, W. I. Allen, D. G. Thompson, J. H. Woodnaugh, J. Sweeney, A. W. Hull, J. C. Berry, J. R. Carey, Minneapolis, Division No. 117; John Dunden, Ed Garvin, J. C. Young, J. Wheldon, W. S. Dunn, C. Swendson, George W. Dusenbury, C. W. Little, C. J. Johnson, Willis Wade, La Crosse, Division No. 61.

At the conclusion of the dinner Ed Coman, the assistant grand chief conductor, announced that he had been appointed "train dispatcher of this division of the entertainment," or rather toastmaster, and expected to call for remarks in response to sentiments which he would announce. As he intended to "run wild" he had taken the precaution of stationing a guard at the door to see that none escaped. He first called upon D. G. Thompson, of Minneapolis Division 117, to respond to "The Order of Railway Conductors." Mr. Thompson said:

He was gratified at being called upon first—when no extended remarks were to be expected. After a few pleasant allusions to the toastmaster of a humorous nature, he paid a tribute of praise to the Order, and the good it had accomplished. He recognized

as one of its prime objects not only the improvement of the members individually, but to aid the railroad companies in the execution of a vast and complicated work that could be only carried out by a hearty co-operation of both the companies and the employes.

C. S. Wheaton was next introduced, and was greeted with enthusiastic applause that left no doubt of the cordiality of the greeting. After returning thanks he reviewed briefly the work of the Order during the eighteen years of its existence. How many families had it made comfortable and happy! How many of its brothers had been helped in adversity, and made better men! Fifteen years ago it was in debt, and had only a limited membership. Now it has 200 divisions numbering 10,000 members, and has a highly gratifying balance in the treasury. He next referred briefly to the position assumed by the Order in regard to the differences between capital and labor, which during the past year have been especially productive of serious, and in instances damaging, consequences. He especially deprecated the spirit of coercion sometimes shown, especially upon the side of labor. He thought men should be willing to recognize in others what they claim for themselves. A man who behaves himself has a right to expect just and proper treatment, but has no right to interfere with the business of another. The members of the Order could not afford to identify themselves with promiscuous organizations which were controlled by men who were too often inclined to selfishly overlook the rights of others.

"Our Grand Officers" was next pleasantly responded to by W. W. Flack, the grand junior conductor. "Our Railroads and Managers" was responded to by Mr. Willard, of St. Paul Division, No. 40.

Henry Staples, chief conductor of Minneapolis Division 117, was called upon to respond to some very flattering comments in recognition of the cordial hospitality it had extended. He detailed the brief history of the Division, that was organized June 22, 1884, with sixteen charter members, and which now has a membership of forty-five.

At this point the toastmaster announced that he had been running a "limited train, upon which only those holding annuals could ride" long enough. He would, therefore, change to a "mixed train," and would call upon some of the members who were not officeholders. W. I. Allen, of Memphis, in obedience to an invitation to "come to the front," made a few felicitous remarks. John Gilroy, of St. Paul, briefly expressed his appreciation of the pleasant time he had enjoyed. George J. Cross, past chief conductor of La Crosse Division No. 61, and M. P. Benson, of Minneapolis, also made short addresses.

Ed Coman, the toastmaster, had contributed greatly to the fun by his facetious remarks, and when he announced adjournment there was a unanimous call for a speech from him, and he was obliged to respond.

He said that the 192 Divisions were now running on a new time card, and some of them might run off on spur tracks and not have the courage to back on to the main track again. Other divisions will want special orders, but he hoped that all will run like picnic trains, with baskets of pleasure and sandwiches of perpetual friendship.

This concluded the banquet, and the conductors again went into the closed session, which lasted during the balance of the afternoon.

May 16, 1886.

EDITOR MONTHLY:—I notice in the May MONTHLY a letter from Bro. C. H. Peters. He recurs to the fact that after June 1st, the amount of premium in our insurance will be increased to \$2,500 instead of \$2,000 as now and uses this language: "*Messrs. Insurance Committee take the advice of Elder Weller and don't. Two thousand is enough, etc.*" Now will this same brother who was a delegate in attendance upon the last Grand Division meeting from this Division, arise in his place and explain to the readers of the MONTHLY

what power the "Insurance Committee" have to change a law laid down by the same Grand Division of which he was a member, and why he voted in favor of the self same law, and at the same time perhaps he will tell us what proportion of the membership in the insurance "will not stand the raise." While the writer may be in full sympathy with the brothers who objected to the raise in premium, yet we do protest against having the insurance committee charged with any such act as raising the premium on our insurance or any credit given them by its friends on account of the raise. Now Bro. Peters, you have the floor for the explanation.

Truly in P. F.,

"INSURANCE,"

ANDREWS, IND., May 15, 1886.

EDITOR MONTHLY:—Thinking a few lines from Friendly Hand Division No. 125, can find space in the MONTHLY, I will try and tell you how we are getting along. We have a membership of forty, and I think as fine a lot of boys as one would wish to meet anywhere. We have for our Chief Conductor Bro. J. K. Webb, S. T. Bro. A. H. Cutter, both trusty and tried officers who have the respect and support of all members of our Division. Several members attended the union meeting of Wayne Division No. 119, and were all well pleased the way they were entertained, and also for the privilege of listening to our Grand Chief Conductor, who gave us many good instructions, and all came home thinking more of the Order than before hearing his excellent advice. By the way, our worthy Secretary and Treasurer, Bro. A. H. Cutter has taken a withdrawal card from single life, and joined the Matrimonial Division, the chairman of the committee on investigation being an estimable young lady from Lafayette. Al sent a message of the fact to our Train Master and registered no signals, still we are of the opinion he was carrying sigs. for another member of our Division. I will close with wishing the happy pair a happy future, and also all members of our Order, and insure them that all that come this way, we will be glad to extend to all brothers of our Order a friendly hand.

Yours truly in P. F.,

H. D. H., *Cor.*

EDITOR MONTHLY:—As some of the brothers have been asking lately, "What is the matter with the correspondent," perhaps you will allow me once more a little of your space, and I will try and give you some of the news from this portion of the O. R. C. world. Despite the fact that the year in which we were to cease to exist (according to the Knights of Labor) is almost up, Union Division No. 13 is, I am happy to say, still in a very prosperous condition, with a membership of about 75 of as good material as the Order can produce. The attendance and interest at meetings has greatly improved since Bro. Wheaton's visit, which goes to prove the wisdom of the measures adopted by Grand Division. Our officers have fully justified the trust reposed in them by the Division, but to attempt to describe all their good qualities would take up more of your space than you would be willing to allow me, and more talent than your correspondent possesses.

Bro. Martin, our C. C., is about to leave us for a trip to the old country, to visit friends and take in the Colonial Exhibition. He will be accompanied by Mrs. Martin. Since this fact became known certain mysterious meetings have been held, and a committee appointed, the result of whose labors I will let you know in my next. A. C. C., Bro. D. A. Thrison, will then assume the gavel of office, and it could not fall into better hands. He has lately been blessed with an addition to his family of a little daughter. The brothers tendered their congratulations, which were blushing received.

Bro. W. H. Ingram, of the Grand Insurance Committee, is our Secretary and Treas-

urer. He is so well known to your readers that I will only say we claim to have the best Division Secretary in the Order. He has lately been promoted to one of the through passenger run on C. S. Division of M. C., which makes it impossible for him to attend meetings, and now every Sunday the boys all sing, "Oh Willie we have missed you."

Our Senior Conductor, Bro. J. F. McCarthy, formerly of Division 16, is a hard working and efficient officer. His specialty is "points of order." He is ably assisted by Bro. Jno. Cole, Junior Conductor, one of our handsomest members, but a hard kicker if any of the committees fail to come to time. The doors are guarded by Bros. Fiddler and Powers (otherwise known as "Irish"), and when they are on deck the proper signals must be shown, or no admittance is the word.

The Division held their first annual concert on March 18. It proved a success both socially and financially, for which we are largely indebted to the efforts of Bro. Ed. Moore, who proved himself to be the right man in the right place, and covered himself with glory.

Some time ago a committee composed of Bros. McFerran, Fryfogel and Shand, were appointed to draw up a code of by-laws for a mutual benefit society, in connection with Union Division. Their report was accepted, the society was organized, and bids fair to be very successful and accomplish much good among such of our brothers as may be unfortunate enough to require its aid. Inclosed you will find a copy of constitution and by-laws.

Bro. Faulkner is at Hot Springs, Ark., fighting his old enemy, the rheumatism. We hope soon to see him around again. Bro. Frank Anderson has the sympathy of the brothers in the loss of his little daughter. The Division adopted suitable resolutions of condolence. Bro. Witherden has left us to make his fortune in British Columbia. May success attend him.

Frontier Division was organized at Pt. Edward April 27, and bids fair to become one of the best in the circle. We are sorry to lose Bro. Alf Johns, who withdraws from Division 13 to assume the Chief Conductorship of the new Division. However, brothers, our loss is your gain, and we will not grudge him to you. The hearts of all the G. T. Ry. boys have been filled with great and exceeding gladness since March 1, when General Manager Hickson concluded to resume full pay. Business on both M. C. and the G. T. R. has not been up to the usual average this winter, and I am afraid will not be much better until our Western connections are allowed to run their own business.

I cannot say that I have any particular love for Jay Gould and his kind, but I think any one who has followed the reports of the late troubles would infinitely prefer even their rule to that of the other party, the worst despot on earth, "King Mob." And now, Bro. Editor, in concluding this rambling epistle I must congratulate you on your splendid articles in last three numbers of MONTHLY, and as one of the minority at Grand Division, to especially thank you for your just and impartial statement of the views of that noble few. With best wishes for continued prosperity of yourself, the MONTHLY, and the Order at large, I am sir,

Truly yours in P. F.,

TEE CEE.

May 5, 1886.

EDITOR MONTHLY:—Inclosed please find two assessment cards and amount for same. Mrs. Meredith has received the draft, and cannot find words to express herself in behalf of the Order. She can now complete her house which was commenced before the death of her husband. You have the name of H. H. Chamberlain on April circular, which ought to be "G. H." instead. I have not received James Furlong's insurance policy. Did you receive application all right?

Very truly yours in P. F.,

J. C. SHELDON.

HURON, DAK., May 3, 1886.

EDITOR MONTHLY:—Huron Division No. 121 had a very pleasant surprise Sunday, May 2, in the shape of a call from the wives of the members who presented the Division with a handsome illustrated Bible. Mrs. Randolph Addington, wife of P. C. C. Addington made a neat presentation speech, which was briefly responded to by C. C. Pechin, P. C. C. Addington, and A. C. C. Cooley. It being such a complete surprise no preparations were made for the reception of the callers, but Bro. Wood, S. C., coupled himself together on short notice and seated the ladies, then introduced them to our C. C., in a Chesterfieldian manner. Bro. Wood being of a retiring and bashful disposition by nature, his little talk and manly bearing were quite a surprise to the brothers present. Bro. Montgomery of Britton Division was present and quietly slipped out and returned with a tray of tropical fruits grown in the famous Jim River valley. After a social half hour spent in discussing the fruits, the ladies adjourned, when the Division resumed work, and adopted the following:

Resolved, That we tender the ladies our sincere and heartfelt thanks for the appropriate and handsome present given us this day, and be it further

Resolved, That a copy of these resolutions be sent our magazine for publication, and also published in the papers of Huron.

This I believe is the second time Huron Division has appeared in print since we have been organized, nearly two years ago.

We have a correspondent duly elected, but for some reason best known to himself he steadily refuses to come out of his shell. Extending a cordial invitation to any Brother who drifts up our way to call on us, and hoping I shall not have to rob our regular correspondent of his honors again, I remain Very truly yours in P. F.,

3 & 4.

PERRY, IOWA, May 3, 1886.

EDITOR MONTHLY:—As I have not seen a communication from Perry Div. No. 84 for some time, I will say a word or two to let all know that the Division is alive and healthy. Bro. Alex. Fulton, our Worthy Secretary and Treasurer, is feeling the heavy hand of affliction, and trouble long continued. Some few months ago death robbed him of his wife, and left him almost in despair. She was a loving wife and true companion, and her sudden death was a severe blow to Bro. Fulton. Two small children were bereft of a loving mother by this fell blow. A loving sister of Bro. Fulton's came to him in his hour of need to sympathize with him, and to care for the motherless ones. She had not been at his home but a short time when she was attacked by that terrible disease, consumption, and is now awaiting the dread trumpeter, death. Bro. Fulton says there is no hope of her recovery. He has been unremitting in his tender care, and does not leave her bedside. Bro. Fulton has the sympathy of all in this his double affliction; at this writing her death is hourly expected.

At the close of a meeting last Sunday, the members of the Division presented their Chief, Robt. Templeton, with a fine silver lamp, as a testimonial of the love they bore him. Bro. Templeton was a charter member of this Division, and was our first and only Chief Conductor. He has been present at every meeting of the Division, and has labored faithfully for its welfare. He has had charge of a freight train since the completion of the C. M. & St. P. railway into Council Bluffs, and was on local freight for the past two years, and is as popular with our officials as with his brothers. He had not been the owner of his new lamp quite a week, when he was summoned to headquarters at Marion, and given charge of a passenger train; and the donors of the lamp will now have the pleasure of seeing it, shining and bright, hanging on the arm of their Worthy Chief

as he meets and passes them on his way. Robert, it is our wish that you may long continue to carry it in your present capacity, and, although we will miss you when Sunday comes, we congratulate you. Chas. W. Lackey, who was a charter member of this Division, and its first Secretary, and who formerly ran a train on the West division, is again in the employ of the company as brakeman. Bro. Lackey has been sick during the past year, and has not entirely recovered his health yet.

Bro. Thos. Burbank was promoted from the "chain gang" to Bro. Templeton's run; which now enables him to be at home Sundays. Good enough, Brother, shake!

G. H. Covey, a conductor on the middle division, was promoted to the second degree a couple of Sundays since. He is a good man, and we want more like him to join our little Division.

We have good, homelike meetings every meeting day, and always welcome visiting Brothers, and do the best we can to make their stay pleasant while with us. Remember, when you are in the city, that we meet on the 2d and 4th Sundays of each month, at 11 o'clock A. M., and bear this in mind, our latch string is always out.

Now, Brothers of Perry Div. No. 84, a few words to you, and I will close. We want to go on and up, and not fall back in the good work, and to do this we must have meetings. Now, as we are but a few in number, we must "put our shoulders to the wheel" and push when we are in. We must attend Division meetings *always*. Stop at nothing. What if you have just come in and are tired; wash, and go to meeting and you will be rested. With you there, a meeting could take place; if you stay at home, perhaps it could not, and then there would be some tired Brothers at the hall. Is it not better to discommode yourself than your waiting Brothers at the hall. Now let every Brother of our Division say to himself, I will go to Division meeting every time I am in town, and if we all do this, we will grow and prosper. I hear you say we are too small in numbers, granted; then let's make the number larger. There are Brothers of other divisions located among us, let us get them to withdraw from distant points and join us. We can do this and get more good members, and in this way we can have enough at all times to work. But the one great point is to attend ourselves. Now that our Chief is gone we must work and keep this Division up to the standard where his untiring effort has placed it. Are you insured? No. Well, then get insured at once. Do you care for the welfare of your wife and little ones? You say you do, but if you don't provide for their future it proves you were negligent. This is a sacred subject, Brothers, lose no time, but get insured at once, and then if death overtakes you unawares, you will not be tortured in your last hours by the awful thought—Oh, what will become of my family. Our insurance is of the best, there are no better. You may lose a foot, an arm, eye, leg, paralysis may overtake you, if you are insured you see your way out; if not, the prospect is dark. The cost is not much, and there is no litigation to go through to receive the benefit. All are paid promptly upon receipt of proof. Our insurance is advancing, and will not fall back. It has been tried, and found firm as a rock. I, perhaps, have said too much, and will close for this time, and sign myself,

Your Brother in P. F.,

"PHŒNIX."

OIL CITY, May 3, 1886.

EDITOR MONTHLY:—Owing to the recent sickness and death of my brother, and my own poor health since the first of the year I have been unable to contribute anything to the columns of the MONTHLY.

Some of the members complain that they don't see anything from Oil City Division; well, there is nothing surprising in that. Brothers, I haven't had ambition enough to do what little correspondence is required of me, to say nothing about writing for a

lively little book like the MONTHLY. Bro. Monger has resigned his position here to accept a position in St. Louis as agent of a large manufacturing company. He has the best wishes of Div. No. 163 in his new business.

Bro. S. E. Stone has just returned from a trip in the West. Your correspondent has not seen him since his return, but understands he says the West is the place to live—don't know whether he means for tenderfeet or not. Complaint was made before the Division a short time since by Bro. Edwards. He claims his wife refused to teach him the tune of Old Hundred. He says she couldn't sing for laughing at him. A committee was appointed to investigate and report. Bro. Edwards has the sympathy of the Division. At our last meeting the Division was presented with a handsome altar cloth; it was presented by Mrs. J. M. Richards, wife of our Worthy C. C. Resolutions were passed, and a vote of thanks tendered Mrs. Richards for her handsome as well as useful present.

I hear Bro. Gibbons was in the city at our last meeting, but failed to show up at roll call. Do not let this happen again, Bro. Gibbons; the latch string is always on the outside.

Yours in P. F.,

C. E. B.

DEAR MONTHLY:—There seems to be an idea among some members of the Order (but happily they grow less as we grow older) that all that is necessary for them to do is to pay their dues when they become due, and let the Division run itself without any further aid from them. Now, brothers, is this right? Why should not you as well as others come to the front and help to make the Division a success which it will certainly be if each and every one of us attend every meeting we can, and try and make them interesting. A Division certainly can't be successfully run without the members attending their Division, when they have a chance, any more than a railroad can be run without men. It is our sacred duty to do all we can to promote and forward the best interests of the Order, and this cannot be done by standing on the corners visiting, while a few faithful members of your small Divisions are up in their hall doing their best to instruct a candidate. What do you suppose a new brother's thoughts are when he sees you are not in the hall, and he knows you are in and up town? Do you think the impression made is as good as it would have been, if every member of the Division that could just as well as not did his duty toward his Division and himself? Let every brother put his shoulder to the wheel and thereby make it easy for all concerned. Remember this, brother, that paying your dues and staying away from your Division meetings is not in accordance with the principles and teachings of our Order.

KICKER,

Bellevue Div. 134.

GALESBURG, ILL., April 21, 1886.

So it is "all aboard" again, and once more inside the door of the smoking car, and a gust of the nutritious element goes out as we step in. One pauses for a moment in the dense fog, apparently to catch his breath, before making that hereditary announcement "Tickets ready," but really to wait until "the clouds roll by." If ever a vehicle was rightly named it is this same "smoking car," not confined to boys and dudes, but rather composing every form and color, yea, every description of the masculine traveler of this age. Here, too, you meet more varieties of mankind than in any self-same allotted space wherever one may chance to be; the man of sober habits, and the common drunkard, the thief and the one supposed to be honest, the rich, the beggar and the tramp—the man of business and the one of leisure; the most wicked sinner of them all, with the reverend man of God sit side by side, hour after hour, in this stifled, sultry and smoky

compartment, puffing away at a nickel cigar, or drawing in a few long and hurried breaths to gain a little nourishment so soothing from the bowl of a common clay pipe. Grotesque indeed are they in appearance, and one who is looking for the ludicrous as well as the ridiculous side of life has to look only once, but the sublime past is absent for the time being, although not forgotten. And if in this one case where all apparently meet on one common level (at least for the time being) there are found so many diversities of character, of habits and generalities, then think for one moment of the thousands of railway carriages which are traversing the bands of iron and steel which cross the checker board of this vast country to-day, and wonder not the men and women disagree, but rather wonder that peace even in a general sense is in the ascendancy. So many different minds, so many dispositions, every one different, and all trying to believe they are right; a portion brought up and reared in the paths of morality and righteousness, the other portion, although not their own choice, born, then pampered in the hotbed of ignorance, superstition and vice. But the atmosphere is still a trifle hot and a little smoky. We have gathered all the tickets of leave, so we leave this car and open the door of the next, and are greeted as usual with the customary remark, "There comes the conductor." If those who anticipate meeting their friends in that better country beyond the grave shall all be happy enough to find their wishes realized, and it were possible that any be able to awaken enough interest in the heart of the great and good Peter, without violating his rule of duty, to unlock the gate and admit him, and then all who have made the customary remark here below should arise and exclaim, "There comes the conductor," what a delicate position he would be placed in. His first thought would undoubtedly be that the multitude were astonished to see him there, and also amazed lest poor deluded Peter had exceeded his written instructions. But we are digressing. Here in this coach we find another class of the everyday bustle and activity of human life; a gentleman in broadcloth, with broad features, broad views perchance, of the life to come, but how narrow his opinions in this present living life. Not that this class are in the majority; O no, thank God they are the exception. He hands you his ticket, or rather the half fare, and wonders if you realize the fact that life is uncertain and you are not saved. He sits in the seat all quiet and alone, the open Bible on his knee, a verse marked here and another there, probably a connection between the one and the next, and so on to the past. He has drawn upon them until he has gathered a line of thought. It has been extracted and he lays his book in his lap and is gazing at the imagination his mind is trying to reach, and his thoughts fly upward. He prepares or arranges a code, a creed and a law for the hearers the day following, when at the most all his Heavenly Father asks of any one (common people at least), is to follow one simple and plain maxim: "Repent, believe and be saved." But how much easier to preach and practice all the other paraphernalia of life's duties than to follow this plain advice or command.

A ticket gathered from the right and one from the left, and we reach the center of the coach. Here we are handed a pass. The gleam of the eye as he reaches it forth tells you his silent request. Note the name, and guard accordingly. But we missed his coming in; walking along hastily to the center of the car, his unsoiled hands relieved of that delicate fabric, those light kid gloves; the cane laid up above his head; his valise occupies a vacant seat in front; his overcoat not made by Worth (for lo it is not a woman), but with probably all he was able to pay for it, is folded with tender care and laid serenely at rest on the cushioned seat behind. If the forward seat is unlocked he gives it a toss so that it performs a half somersault; he lifts the silk tile from his head, then covers the same with a stringless night cap, gazes at the elegant hat rack above, wondering amid trembling and doubt whether he could place his boots there with safety, as everything else is full except his head, and finally concludes not to fasten his heels up there for fear his brains may run where they never ran before—toward the top. Casting one vacant, soulless glance at every one in the coach, he then gives his already betwisted moustache a

parting twirl, and softly nestles down in his double seat for a ride of ten long, weary miles, while every one feels like exclaiming, "O poor dove, fond dove, fly away." But here we are at the end of this day's run, so the next trip we will tell you of some of God's noble men, and noble women too, and as they bear you company, fill you with brighter hopes that this life is really worth the living.

E. H. BELKNAP.

EASTON, PA., April 12, 1886.

EDITOR MONTHLY:—I have long looked in the MONTHLY for some communication from our correspondent, but so far have failed to see anything. I hope this will meet with your approval as coming from a member of Division 147.

At our last regular meeting Div. 147 decided to hold a meeting the first Sunday evening in May to have our families meet in our hall and see our large picture containing fifty-seven cabinet photos of members, beautifully framed, and our paraphernalia which, by the way, we are proud of and we are not ashamed to show to any one.

If any brother of the Order should come this way we will be proud to have him call and see it for himself.

We have decided in connection with this meeting of our families to hold Sunday evening service, when the Rev. John Johnson will address the brothers and their families, and a quartette of Easton's best singers have kindly volunteered to furnish the music.

Yours in P. F.,

DELAWARE.

BOONE, IA., March 23, 1886.

EDITOR MONTHLY:—Having become a regular reader of the MONTHLY and never having read a communication from Boone Division, No. 34, I take upon myself the task to enlighten the readers of our valuable medium that we have a prospering Division. For the last year I don't think many meetings have passed without an initiation or promotion, and still the good work goes on. Although only a year old in the Order I have had a good many chances to judge of its worth to conductors. I have heard it praised and lauded to the skies, by one of the ablest railroad officials in the world. "Some men are born great, some achieve greatness and some have greatness thrust upon them." Our beloved Order was not like unto the first. It was born little, very little, but it has achieved greatness, and now, dear brethren, it remains with us to thrust more greatness into it. Let us then vie with each other in raising it to a higher standard, if possible. We can do this in various ways. The first thing I would recommend is discipline. Do not make public your dislikes for our officers in the MONTHLY, but save them until the Grand Division meets; there is where such things are settled. I have perfect confidence in the ability of our grand officers to guide us through a prosperous year, and writing to the MONTHLY abusing either of the grand officers does not in my opinion help anybody's cause. Another way is, subscribe for the MONTHLY and write an article for it occasionally. There are a thousand ways of aiding the Order and raising it to a height that cannot be attained by any other railway organization, when it will be the first question put to a conductor seeking employment, "Are you an O. R. C.?" and an answer in the affirmative will be all the reference required to get a man employment, with the proper papers to prove same. I see you have commenced a good thing in discussing train orders. In regard to the orders mentioned in the February number, I have the same opinion as you did, and also in regard to the orders Nos. 1, 2 and 3 mentioned in March; when order No. 2 was given it destroyed or cancelled order No. 1 so far as train No. 5 and 14 was concerned, and when order No. 3 was received, it put both trains back on their time card rights, as an order once destroyed or cancelled by another order can-

not again be assumed. This is my humble opinion. There was certainly very poor judgment shown by dispatchers in both instances. Let us hear from other orders. I think if we make public such foolish orders it will help to do away with such orders or dispatchers.

I would ask all members of the Order a great favor, viz: a time card (or book of rules when such is used) of all roads represented in the O. R. C., sent to my address. This is no idle request but an earnest desire for information. Hoping to hear from all,

Yours in P. F.,

W. B. PARKIN.

P. S.—I used to punch tickets on the same road as Bro. Richardson of Division 122. Would like him to tell the readers of the MONTHLY all about "The Beam across the Track;" it is a great story. Go in Spider.

EDMUND BURDETTE AT ST. LOUIS.

Mr. Chairman, Ladies and Gentlemen: I am always glad to address a meeting of conductors, their ladies and friends. Though from the reception I received the last time I lectured before this meeting I am led to believe the feeling is not as mutual on your side as it is on mine. However, as you have called upon me I will say, unlike other great orators, I am well prepared to speak on all subjects, for in roaming around your city to-day, I dropped into the misfit parlors and asked the clerk if he had any misfit speeches on hand that I could use at the conductor's ball. The clerk looked me over for a few minutes, then called the proprietor, who asked me if I was a conductor. I told him I was—at one time. He said he had nothing on hand but a job lot of misfit speeches. He would sell them cheap, or I could take them on trial. I asked permission to look them over. I found one that had been made for Dick Fitzgerald, subject, "Home Rule Abroad," but rejected because it was to be delivered in a shamrock costume; another for Charlie Johnson on "How to keep Young Conductors on an Old Run," declined because he knew all about it; another for Mead Stellwell, subject, "Long Conundrums Answered on Short Notice," rejected like many other conundrums, because he had to give it up, and several other speeches on all subjects and in all languages. I told the proprietor I would take them all if he would dampen them down and run them through a wringing machine. He did so and I hope they are dry enough now, so my hearers will not take cold in listening to them. The railroad and the conductors are great factors in advancing the civilization of the nineteenth century. A railway without a conductor is like a wind-mill without pressure. You are at liberty to decide for yourself which is the most important, the wind-mill, the railroad or the conductor. I have known many windy conductors in my time, and some of my friends have told me since I gave up my train, our road has taken down all their wind-mills, and use steam engines to do, the pumping, which substantiates my argument, that the wind does not blow in Kansas especially while I am talking in St. Louis. What a convenient piece of office furniture a conductor is. In fact, I might say in some particulars he resembles a hat rack, as every passenger wants to hang their troubles and fault findings on him. Should he arrive at the station a little late, the passenger that wants to be a little ahead of the sheriff is mad at him because the sheriff made the connections. This remark embraces both hands. Should he leave the station a few minutes ahead of the fellow that is eloping with his best girl, then they are mad at him. Then take the shipper that went over the road with another man's stock—all in one car. On his return he interviews the general manager for a pass and gets one—out of the office. Then he goes for the conductor, and the conductor goes for his transportation, and gets it. But that shipper is going to send all his stock the other way, though there is only one road in the town. But he will continue to load his abuse on the conductor, and ship it by the old line, because he makes his own rates

on that article. Then there is the six o'clock passenger who arrives at the depot for the five o'clock train. Of course I could not hear him jaw as my telephone is not working with central. But from the messages the agent sent me C. O. D., the six o'clock passenger is going to have the five o'clock conductor removed. I am not able to say whether this is a case of offensive partisanship or not, as the 6 o'clock passenger refuses to let me see the papers. Now see what Edison has done to make things interesting for the conductors. He has arranged to drop a telegram, red hot, into a train running full speed. You can see what the result will be. One of the first rules of a competing line is, the conductor is not supposed to be married while on duty. The management thinks it is detrimental to the interests of the company to have married conductors seen on their trains. So we are all single, for the interests of our employers, and I have this to say, not alone for myself, but for the great army of conductors who have retired from train service, I have yet to see the first conductor that lost his position by refusing to obey this rule. Now let me describe to you how this new invention will work. The train is loaded and my friend Dick Fitzgerald is telling a young lady all about the Missouri Pacific system, and his own system too, when bang comes a telegram, red hot, reading, "Conductor Fitzgerald, come home, the baby has swallowed a corkscrew," or one reading, "Conductor Compton, an old woman with a wart on her nose running away from a young husband, hold her till I come." Now you can readily see how the conductor will be annoyed by the wart. But I see by the papers Edison has at last submitted to the current of matrimony, and I presume he will occasionally travel alone or he may be a conductor, and then of course he will give up the idea of red hot telegrams. However, the conductor of to-day generally gives fair treatment to his passengers for the fares he receives, and the day is near at hand when every one along the line of our roads will look upon the conductor as the one who distributes the weather, as many of our roads have adopted the weather signals. I look soon to see the conductors carrying in their caps a flag staff on the end of which will be a flag with a star or crescent. Just imagine a conductor out with the cold wave signal flying from his cap, another with a signal indicating rising temperature, followed by falling conductor. I have no doubt when this comes to pass (now this remark is unlimited with chair car privileges) we will lose our individuality so far as our names go, and instead of being known as Dick, Jim or Ed, will be known as High Temperature, Falling Barometor, Blue Crescents, and so on. While the public look upon this system of sending out the weather with considerable distrust, and think it is all guesswork, they do not get near enough to the flag staff, and from my own experience whenever I see the cold wave signal flying I look for some one to fall, and I will give you my theory. One day, a pleasant, warm day, I saw the Black Peter flying from its high place over the general offices. I walked into the office and asked for a pass, and the superintendent wanted to know on what ground. I told him he could put that in to suit himself, and he gave me such a look. I knew the cold wave had struck me, and I felt like a slate pencil. I asked for permission to retire, he sent the porter to help me. I cannot look at the cold wave flag without having a chill, and fearing that some of my friends here might display one in order to cancel the rest of my lecture I will ask the same favor from you I did from the superintendent; I now ask for permission to retire, minus the porter accompaniment.

—A brother sends us a copy of the constitution and by-laws of the "Railroad Hospital and Sick Benefit Association" of St. Thomas, Ont., of which Bro. J. W. McFerran of Division 13 is president.

It is an association of railway employees whose object is to care for its sick or injured members, and its cost is but fifty cents per month. We shall endeavor to publish its laws in full hereafter, and would be glad to hear from its members as to its practical working. It now has a membership of about one thousand.

LITTLE ROCK, ARK.

EDITOR MONTHLY:—Allow me to congratulate you on the able article on strikes that you published in the last journal. We as members of the O. R. C. in the Southwest earnestly condemn all strikes as an unjust means of advancing and maintaining wages. We members who work faithfully for the interest of our employers can arbitrate and adjust all differences that come up before us. We are pleased to receive the congratulations of the Eastern brothers, and we sincerely hope they will never have to pass through the same ordeal.

Yours truly in P. F.,

R. W. ADAMS.

CHICAGO, ILL., May 5, 1886.

At an informal meeting of conductors from Chicago Division No. 1, Stanchfield Division No. 41, Belknap Division No. 96, and Bower City Division No. 113, Order of Railway Conductors, held at 115 Dearborn street, May 5, the following preamble and resolutions were adopted:

In view of the fact that a large number of people of this city are engaged in a strike against their employers, and will neither work themselves nor allow others to do so, and that the several lines of railway on which we are employed have their business and property endangered thereby, therefore be it

Resolved, That we, as members of the Order of Railway Conductors, whose principles are directly opposed to strikes, desire to place ourselves and our organization in a true light before the public; and be it further

Resolved, That we as an organization stand ready at all times to further the best interests of our employers, and to that end will use our best endeavors to protect their property intrusted to our care, and by all available means dissuade others from aiding or abetting in acts of lawlessness and riot.

CHICAGO, May 15, 1886.

EDITOR MONTHLY:—The brothers of the Order no doubt are anxious to know how I am spending my time, and for their information I will say that after being compelled to cancel my programme at Richmond, Va., I have been very busy. In company with the Grand Secretary and Bros. Hurty and Belknap, of the Executive Committee, I spent a part of two weeks in Washington looking after our interest in the matter of the arbitration bill then before the Senate of the United States. We believe it was of greater benefit to the Order than any work we have ever done for it. I came from Washington to Fort Wayne, Ind., and attended the union meeting there on Sunday, April 11; thence to the office, where I spent the day until 3:30 P. M., and again returned to Washington on business; finished, I returned via Elmira, where I was introduced to my family and spent part of a day; thence to Chicago, arriving Saturday A. M.; left for St. Paul at 11:30 A. M. to attend the union meeting there, and it was a grand one. On my return I dropped in on Division 68 at Harvard, Ill., and had an enjoyable time; thence to Chicago again and spent three days getting my work in shape in the office, and Friday set out for Port Jarvis and attended a union meeting there; thence back again to Point Edward, Ontario, where on Tuesday, April 27, I organized Division No. 189; thence via Buffalo to Chicago, arriving Thursday P. M. Saturday A. M. again on the go, en route for Rock Island, Ill., where we arrived Sunday A. M. in company with the brothers of No. 79 on a special kindly furnished by the Peoria and Rock Island Ry. Co., where we spent the day very pleasantly with the brothers assembled; thence again to Chicago, where our presence was needed on account of the increased anxiety in railway circles over the strikes and on ac-

count of our decreased force in the office. Wednesday P. M., in company with Bros. Permar, Daniels and Coman, attended the first annual ball of Milwaukee Division No. 46. On Friday had an appointment with brothers of Division No. 30 at St. Louis, but it was canceled by them by wire. Saturday we went to Louisville, Ky., and attended the union meeting of Division 89, and on Tuesday met Division No. 137 at La Fayette, Ind., and thence to the office to get my work in condition for leaving it a week.

I have thus briefly recounted my travels for the last month. I shall try and do so each month so that all the brothers who read the MONTHLY may know where I am and what I am doing for the Order. I am under great obligation to many Brothers and Divisions for their extreme kindness; it will never be forgotten. In closing, I desire to urge all who can to attend the union meetings of the Order, and while I am journeying on the Brothers whom I do not meet are not forgotten.

Truly in P. F.,

C. S. WHEATON.

ST. LOUIS, May 16, 1886.

EDITOR MONTHLY:—The May number of the MONTHLY came to hand yesterday; contents carefully noted; glad to see the words of encouragement and opinions expressed in the editorial columns on the late labor troubles. Your correspondent wishes to add one thing in regard to the government officials. While it may have been agitated and put into execution for political purposes, and by so doing prolonged the strike, the evidence taken by them exposes the actions of the *Knights of Labor* to the public in their true sense. The information obtained at De Soto, Mo., alone, shows they intended to employ any means in their power to gain their object. While the majority of their members may not be to blame for their loyalty to their order, although when required to violate the laws of our country it would seem as though they should have refused to obey orders, some did, they have certainly been taught a lesson no amount of argument can obliterate. There are those among them that have not been out of work for years, some of them have small homes, some only partly paid for, that will see the inconvenience and loss arising from their connection with the *Knights of Labor*; also see the inconsistency of their demands, compelling all to quit, no matter how well satisfied they may be with their salary and surroundings, or how many years they may have worked to gain their position; besides, after two months of forced idleness they are compelled to hunt work, it is then another feature presents itself. They find they have crippled the very source by which they expect to gain a living. I look upon this as the most *critical time* for E. St. Louis. The majority of the people there were employees of railroads centering there. They have been influenced by their leaders to take the steps they have, and have at last found out when the strike is declared off there are no positions left for them; all are taken. Two months of idleness has cost them all they had to live; they have nothing to live on where they are, no money to go and hunt a job with. I sent a copy of resolutions adopted by St. Louis Division in March, to be published in May number of the MONTHLY in space marked for that purpose. I see they have been omitted; I suppose it was an oversight.

At a regular meeting of St. Louis Division, May 9, Mr. J. B. Green was made a member of our Order. Bro. Green is trainmaster on S. L., I. M. & S. Ry.

A good many members of this Division are strangers in our hall—seventeen in attendance at last meeting out of membership of 140; that is a very small proportion. Bro. Brennan was present; first time for over a year. He is located in Texas.

Bro. Bell, Division 57; Bro. Rice, Division 87; one brother from Division 49; G. W. McNeelan, Division 107, were visiting Brothers present at our last meeting. All are welcome.

Yours in P. F.,

M. F. COMPTON, Cor.

PHILADELPHIA, June 10, 1886.

TO THE OFFICERS AND MEMBERS OF DIVISION 162, O. R. C.,

Sirs:—I desire to return thanks for your kindness and sympathy as shown at the death of my late husband, Robert Cline. I also desire to acknowledge receipt of draft for \$2,000 at the hands of Mr. Alex McCaulley, Financier.

The brotherhood will always have my most sincere wishes for their prosperity.

Respectfully,

MRS. R. V. CLINE.

GALESBURG, ILL., May 20, '86.

EDITOR MONTHLY:—I have been looking over our book, and in the contents I came across Bro. N. E. D.'s letter from Old Vermont, which was quite a pleasure, as Vermont is my birthplace. Not exactly St. Albans, but on a little further to Burlington. That is the town where I first saw daylight. On a very cold morning, in a snowy section of this world, on the third day of January, 1843, was the time and place I am told, that I landed. Don't know whether I had any baggage or not; never heard mother say. Perhaps father had it checked, but possibly being excited over the trip made, he forgot or lost them.

They say a lost cause runs runs all the way through, but I hope not, and I think myself quite safe as long as I continue in good standing in our O. R. C. Yes, brother, if I live up to my duty, I think I will land safely on the other other side of the river, probably better than I did on this side, regardless of baggage or checks.

Bro. N. E. D. in his letter mentions quite a number of old schoolmates. One C. C. Charles Ralle. I remember the happy school days and the fun we then had coasting down the side of the old Green mountains. In those days Vermont was the largest State in the Union, to my imagination. I think it a great State still, and if nothing prevents, I shall take a trip there in a short time.

Of the C. B. and Q. boys, freight business is very good. Passenger business just middling. Bros. Ayres, Merrill, Kimball, Uncle Dudley and myself, hold the passenger runs on the Quincy road. Hart, Kimber, Dickerson and Johns of fast freight of same Division. Passenger conductors on Chicago Division are Ruggles, Wiers, H. Powell, Chas. Johnson, Scott Dewey, Frank O'Neill, Frank Rice, Frank Murray, three "francs" on fast mail, also Frank Huse. If I could find Franks enough for five, we could call them the "Big five 'francs;'" Franks, or the 95 cents. Fred Robinson and Al. Taylor include the through passenger men. W. H. Butterfield, Mike Mount, "Jumbo" Rich on Peoria Division. Last but not least, comes our old tried and true friend, E. H. Belknap, our star, true brother, for such he is to us.

Yours in P. F.,

J. K. HOWLAND.

CEDAR RAPIDS, June 4, 1886.

EDITOR MONTHLY:—I have been watching the progress of our glorious Order with more interest perhaps than any one would suppose, from the fact that I am a prisoner to a certain extent, among a lot of pale faces, in the little State of Iowa.

However, as Bro. Daniels has seen fit to call me by the name of the Big *Sachen* from Chemung, let me inform you that I have prepared myself with war paint, and will be on hand at the union meeting at Beardstown, June 13, where I shall expect to meet the great *Incohonees* Wheaton, Daniels, Belknap, Sackett and others, and woe be to the man that says I do not like the Order of Railway Conductors, and every good brother connected with it.

I receive my journal promptly, and must say I can see improvements made in each new issue.

Our good Bro. Gaylord, secretary and treasurer, has resigned on account of his run being changed. "Gone, but not forgotten." Bro. G. was one of the best officers I ever had the privilege of working with.

Tell Bro. Belknap if I can get my yellow vest out of the wash, will wear it on this momentous occasion.

Truly yours in P. F.,

BIG SACHEM FROM CHEMUNG.

[The "Sachem" was on hand; his manly form adorned by the "yellow vest," and his coat collar decorated with red, in a style that befitted the chief of a powerful tribe.—Ed.]

ASHTABULA, O., June 15, 1886.

EDITOR MONTHLY:--In compliance with our G. C. C. Bro. C. S. Wheaton's Order, I left Ashtabula on Saturday, June 12, for the purpose of organizing a new Division in Loraine, Ohio. On June 13, with the assistance of Bros. O. N. Pomoroy, J. Spriggs, and O. E. Quigler, all of Division No. 134, Lake Erie Division No 193, was organized in Arcanum Hall with the following named charter members present: C. B. Campbell, A. G. Quimby, C. J. Hires, Geo. Maxon, J. H. McConnell, J. Burgle, O. E. Miller, M. J. Cartright, B. M. Utterback and C. Foltz.

A special meeting of the Grand Division was called at 9:30 A. M., when after the usual formation, the above gentlemen were obligated in the first and second degrees. A recess was then taken until 2 P. M. for dinner. At 2 P. M. business was resumed to complete the work. The election of officers then took place, with Bros. M. J. Cartright, O. E. Miller and C. J. Hires as tellers, with the following result: M. J. Cartright, C. C.; B. M. Utterback, A. C. C.; J. M. McConnell, S. and T.; C. B. Campbell, S. C.; O. E. Miller, J. C.; A. G. Quimby, I. S.; C. J. Hires, O. S.; C. Foltz, correspondent for the MONTHLY. The new officers were then installed by Bro. R. Bycraft; Bro. O. N. Pomeroy, as marshal, the new Division was then handed over to the new officers elect for their keeping. The Division was then opened in regular form, and the work exemplified on Mr. V. O. Melin, one of the charter members, and must say that the work was well done by the new officers elect. The new members are a fine looking lot of men, and are sure they have come to stay.

The new Division meets on the 1st and 3d Sundays in each month, at 9:30 A. M. in Arcanum Hall, Broad street. After the many pleasing remarks, the Division at 6:30 P. M. was closed in due form. Some of the new members will join our insurance and subscribe for the MONTHLY. I am under obligations to our brothers assisting Divisions; to others for kind favors, and to the gentlemanly proprietor of the Farrell House, Loraine, Mr. M. J. Farrell, for the many kind favors during my stay in Loraine. God bless every member of our Order; and the Order, may it live long. All of which I respectfully submit to you for your consideration and keeping. I am

Yours truly in P. F.,

ROBERT BYCRAFT,

Deputy G. C. C. O. R. C.

CATAWISSA, June 14, 1886.

EDITOR MONTHLY:—As it has been quite a while since anything appeared in the Journal from Div. No. 23, and as our brothers of the Division peruse the pages of the magazine carefully, and always want to know the cause, and get no reply, thought I would try and let them know this month that we are still alive and flourishing, and still

adding new members to our Division, and all good material which any Division might be proud of having.

I think we have some of the best working material in our Division, that any Division could wish to have. With brothers like John J. Lewis, Ben. Schmick and Dent, we are bound to push ahead and make a success of anything we undertake. Our business on the road has been very good; men all making full time, but we are in the same fix as about all the other roads in the country, at the present time running double headers on about all the freight trains to curtail the expenses of an additional crew, to do the same work. Well, I guess a great many companies mean to curtail the expense as much as they can. And now another word for the members of the Order, which I hope all the Divisions will approve of, and that is approving the resolutions of Division No. 9, to Mr. H. M. Hoxie, when they had their unpleasantness among their employers on the Missouri Pacific system, but not in it alone. Let all the conductors of the Order in all future strifes between labor and capital show the railroad companies that we are honorable and do what we profess to teach, that is, that we will not engage in any railroad strike under any consideration, but always stand ready to help the companies out when needed to do so. And that all companies should have the right to engage whoever they saw fit to work for them.

And again, there is one more thing I would like to see more firmly impressed on the minds of men running on the various roads of this country, and that is the temperance question. Some men will say, "Well, I do not drink on duty." Now when is a man off duty that works for a railroad company? My answer is, not from the time he enters the employ of the company until he leaves it, although he may have a regular run. But how soon will his employers change him to something else. He cannot tell, and I am certain there is no promotion nor should there be among men who hang around the grog shops and saloon. Let all our brothers unite in trying to break up the habit of drinking among employees.

I would like to hear the opinion of the yardmaster of the L. S. & M. S. R. R., at Elkhart, Ind., on the subject through the journal to the brothers, as I heard him talk about it last summer. Also conductors' opinions like Chas. Wilsey, M. V. Curtis, John Morris, and some more of the able men of the Lake Shore.

By the way, our Chief Conductor was married on the 29th of April, and on his wedding trip went to Boston, the city of baked beans and brown bread. He has now settled down to business again running trains. But when he goes to housekeeping, will find it takes something to run a house also. Success, George, in your new undertaking.

Yours in P. F.,

SKILES E. MILLER,

Sylvania Div. No 23.

ST. ALBANS, VT., May 28, 1886.

EDITOR MONTHLY:—I am very much pleased with the stand you have taken in regard to strikes. I think your statements are just as near right as anything possible can be, and I am proud to know that (as far as I know) not a single member of our Order has been implicated in the least. I am sure it shows good principles, good discipline, and good men in every sense of the word, not to hear of a single case where a member of our glorious Order went back on his teachings. And I am sure if every fair minded man would but stop and think before he joined any organization, whereby he must obligate himself to strike at the command of any man so long as he is the Grand Chief Mogul, he would hesitate and I am sure he would say No, so they would understand he meant it. But the trouble is, men do not stop to think. Mr. Powderly or Mr. Somebody, don't make any

difference who, tell them they are not getting pay enough; this is the first time any one has told them so, and sure enough we are not I never thought of it before, but I guess he is right. Thus on the impulse of the moment, he or they as the case may be, is made to believe that to join this or that organization will keep him. He joins. In three or six months or perhaps longer, a class of men in the same tract of business are ordered to strike. Of course they do so. But they are afraid it will not be a sure thing unless the rest in the same line are ordered out also. Then the balance are ordered to strike, they do not want to strike, they have no reason to strike, but the Chief says strike and they must obey. Now is this justice to the wives and children of those men; is it justice to the men themselves, is it justice to their employers, is it justice to any one on earth. No most emphatically No. "Sufficient unto the hour is the evil thereof." I can see no reason why I as an employe of one corporation must be obliged to fight the battle of others when we are at peace, happy and contented. But if we are foolish enough to bind ourselves to do this, we must face the music I suppose. But if you will stop and think, you will not give your freedom away to any man or body of men, I do not pretend but what a man may quit work at any time. But I do say he is assuming too much when he says I cannot take the place he has left of his own accord. I may have loved ones who are depending on me for their daily bread, and I have a right to work where and at what price I please to earn it. And if I cannot get \$5 per day I will work for less. To be sure I shall sell my labor for as high a price as possible, and then strive to show my employer that I am worth more, and I am bound to succeed sooner or later. I find a man who works for a dollar a day and kills time when he can, and says he earns all he gets, is the first one to join in with some agitator and to howl strike the loudest. I also find the man who tries to show his employers that he is working in their interest, and not trying to just earn his dollars and no more, as a rule gets along without the aid of Knights of Labor or any other such organization. I hope the MONTHLY will keep right along in its good work, and thereby command the good will and respect of the best part of the community.

Yours in P. F.,

N. E. D.

KEOKUK, April 10, 1886.

EDITOR MONTHLY:—Sunday, April 4, while Griffin Division No. 66 O. R. C. were hard at work, an alarm was sounded on the outer door of the division room. On inquiring the cause of this *unusual* noise, they found a number of ladies demanding admittance; after making all necessary preparations the ladies were admitted and given proper seats. Mrs. E. N. Agnew then came forward and in a neat and appropriate address presented the Division, on behalf of the mothers, wives, and lady friends of the Order, a most beautiful altar cover. To say the brothers were surprised would be putting it rather mild. The cover is six feet long by two feet wide, with the O. R. C. monogram in white, green and red, and underneath the words, "Griffin Division No. 66." This is beautifully worked in on the lower margin of each end. It is the finest thing of the kind I have ever seen. The following resolutions were adopted:

WHEREAS, This Division has this day been captured by the mothers, wives and lady friends of our Division and by them presented with an elegant altar cover, be it

Resolved by Griffin Division No. 66, that the thanks of this Division are hereby given the ladies who so kindly contributed to beautifying our Division, and be it further

Resolved, That a copy of these resolutions, together with the names of the ladies, be sent to the MONTHLY for publication. Wm. S. Graham, Geo. J. Cunningham, F. M. Sanders, Committee. The names of the ladies are as follows: Mrs. E. N. Agnew, Mrs. J. G. Stickles, Mrs. N. B. Howard, Mrs. C. B. Howard, Mrs. T. M. Saunders, Mrs. J. E.

Benbow, Mrs. W. S. Graham, Mrs. M. C. Thomas, Mrs. J. R. Williams, Mrs. H. Celbyham, Mrs. B. M. Shank, Mrs. G. W. Simmons, Mrs. J. F. Wycoff, Mrs. J. R. Roberts, Mrs. G. W. Rickerbaugh, Miss Mina Saunders, Miss Kate Maher, Miss Mary Riley, Miss Annie Beddenstadt.

SEDALIA, May 16, 1886.

EDITOR MONTHLY:—I have been looking in vain in the MONTHLY, for an article from Queen City Division No. 60, but have never been able to find any as yet. I don't know whether or not we have a regular correspondent to represent us in the MONTHLY but if we have, he must either be too "bashful" or else he is very careless in regard to the duties he owes the Division. I will therefore take the responsibility on my own shoulders of writing a few lines—hoping that you will not throw them in the waste basket—and letting the readers of the MONTHLY know, that we have a Division of the O. R. C. in this town and one too, of which we need not be ashamed.

Queen City Division No. 60 is now in a flourishing condition, and we are initiating new members at every regular meeting, but we take good care however, not to take in any but the "true blue." Our Division was a little rusty, until about a year ago, when some of the most active members took it into their heads to make a first-class Division out of No. 60, as they saw that there was plenty of good material in it to make it such, if they would only make the members take a little more interest in the work, and get them to attend meetings regularly. Therefore, at our last election of officers, care was taken to elect such of the brothers as had their Sunday lay-over at this end of the line, and would be able to attend to the Division work regularly.

Our officers are: M. V. Burnap, C. C.; W. J. Cornellus, A. C. C.; O. E. Parsons, S. and T.; H. Lewis, S. C.; Wm. T. Bulkley, J. C.; H. S. Feldott, I. S.; J. E. Wrightman, O. S., nearly all of whom have regular runs and Sunday lay-overs here, and a better set of officers Queen City Division No. 60 never had, and you can always depend on seeing each and every one of them in their respective chairs at all regular meetings. They have got used to working together in the harness, so well, that they go through the regular routine of Division work without making the least mistake, in consequence of which we naturally feel a little proud of our Division, and we intend to keep on perfecting ourselves in the good work until we rank among the first Divisions of our Order.

The recent strike on this system worked considerable hardship on our brothers here, as it forced them into idleness for some three weeks, but they all took their medicine like "little men," and stood loyal to the company and to their obligations. They are making up for lost time now however, for business is flourishing over the whole Gould system, and the prospects are good for a long time to come. The boys are also reaping their rewards now (in the way of promotion) for their loyalty toward the company, during the "late unpleasantness," which goes to prove that Gould, Hoxie & Co., are not near as bad as Martin Irons & Co. would have the world believe.

The MONTHLY is eagerly looked for every month, by the members of this Division, and I think nearly all of our members running into this city, subscribe for it now. Our worthy Secretary and Treasurer, brother O. E. Parsons, made a grand effort for the Division Jewels, but told us he couldn't quite reach them. The insurance feature of our Order is also taking good root in our Division, and the boys begin to think that it is necessary for them to join the "happy band."

Now, Bro. Daniels if this is not rejected by you, I will try my hand at it again in the near future.

Yours very truly in P. F,

A. J. Scow.

TORONTO, June 7, 1886.

EDITOR MONTHLY:—I do not see that our correspondent says anything about the Division so I will just say that Division No. 17 is doing well and everything works like a charm, and although there is so much agitation about the Knights of Labor, we continue to increase our membership. Meeting before last we had two for the second degree, one for the first and one application for membership; so you will see we are not dead yet. I am sorry to see so many engage in strikes. The Southwest strike, for instance, was a boycott at the start, which is the same as spreading your table with all you want to eat and then refusing to eat; when those men refused to take the freight from the Texas and Pacific they refused to do the only work they had to do, and because of the discharge of a shop foreman of a foreign road, according to the press, with no grievance against their own road, and they did not find any for nearly five weeks after. This seems a queer time for a conference with the management so long after the start, and a management that had no control of the Texas and Pacific, and no right to interfere. Now I think if a receiver discharged a man and he was thought to be wrongfully discharged it was the place of their society to demand or ask a hearing from the court of which the receiver was a representative, and I am given to understand this man Hall was discharged for refusing to obey orders; or in other words, took leave of absence without obtaining it from his superior officer.

Strikes are bad in any place, but much more on a railway, where the effect is felt far away from the source of the trouble. Take, for instance, the number of men thrown out of work that have nothing to draw from while the strike is on, although the strikers are supported by their society; the mill hands thrown idle for want of supplies, freight hands nothing to do, station men discharged, nothing to do, and thousands of others out of employment for same reasons; there are also labor associations that will not allow the employer to have rules or regulations for the carrying on of his business unless they are approved by the society, but they have rules that will not allow the employer to use his own judgment as to whom he will employ, and will not allow their fellow man to work and get his living unless he joins their society. This is what I call slavery in its worst form, though this is called a free country, and so much blood spilled to make it free, and every man should be at liberty to say whether he would join or not.

Now this O. R. C. of ours is a glorious society, and although there are men that say it is no good they do nothing but wait for some one else to do something and no one moves, so then the society is blamed for it. If you want anything done you must move yourself and that will move some one else; and for one I am glad that our convention voted down the strike question, as I am satisfied that it is not the industrious and the frugal who want to strike and agitate, but those who have nothing to lose, nor will they ever have except they change their ways, and if all strikes had to be voted by ballot they would be very few. I will instance a case—the Clyde shipbuilders; about 5,000 struck. After being out a few days they took ballot whether they should continue, and over 3,000 voted to discontinue the strike, showing that about 1,700 were the cause of the strike.

Yours in P. F.,

W. R. H.

A GRAND REUNION.

About 11 o'clock, on the morning of June 13, there arrived in Beardstown three special trains, one from Galesburg, one from Pana, and one from St. Louis, each bearing its quota members of the Order, their wives, children and best girls in response to the invitation of Friendship Division No. 81. Arrangements had been made for a reception in the open air in the park, which had been tastefully decorated for the occasion, but a heavy

shower commencing just after the procession began to move from the depot, all that could do so, took refuge in the Congregational church, which was crowded to its utmost capacity. A very pleasant and interesting address was made by Rev. Gough, pastor, after which the visitors were welcomed in behalf of the citizens of Beardstown and Div. 81 by Mr. W. C. Brown, of the C., B. & Q. Ry. Bro. Wheaton responded in his usual happy vein, and then an adjournment to the hotel was in order.

After dinner the hall of Division 81 was soon filled up, and its incapacity to hold all demonstrated when a move was made to the opera house where three hundred members listened to an exposition of the work of the Order by the Grand Chief Conductor, after which all assembled in the park with ladies who had been excluded from the opera house, and a large number of residents of the city, when remarks were made by Brothers Wheaton, Coman and Kilpatrick, a poem, which we give below, read by Bro. Belknap. Ye editor and Asa Williams made their best bow, and the gathering dispersed with a pleasant remembrance of the hospitality of Division 81 and the citizens of Beardstown.

Many thanks are returned to all, and particularly to the C., B. & Q. and O. & M. railways for the special trains furnished. A noticeable feature was the decorations of the trains, that from Galesburg being decorated inside with evergreens, flags and pictures. Dick's train from St. Louis bore full length banners on each coach, the monogram "O. R. C." in flowers surrounded with evergreens on the headlight, and "P. F." on the cab-windows. We regret that we cannot give the names of all present, and the remarks of Messrs. Gough and Brown, and Brothers Wheaton, Coman and Kilpatrick, as all were well worthy of preservation in the columns of the MONTHLY.

'Mid scenes like this to-day, when friend greets friend with heartfelt cheer,

And brothers of some mystic tie are gathered round from far and near;
Our thoughts turn back for once, and with all reverence for the days long past,
We can but welcome these bright hours in which our happy lot is cast.

Look back with me but thirty years, and scan the morale of a railroad man,

The dangers then, by night and day, beset, yes, hourly, too, then tell me if you can?
What has made the progress? Who has done the noble work? Aye, who can tell?
Who made this wondrous change, where once the constant danger? The echo rises.
All seems well.

I hear a voice which quick replies, "Invention," that which maketh all things plain,

The reasoning power, the mind of man, the apt working of his brain,
Hath done all this for you, and from the uncouth, rugged iron man's energy and zeal,
Has given the better portion for our use, the polished bars of steel.

And years ago, it seems not long ago, our bright visions seemed to take

A new impulse, and soon the acme reached, when we could set the passenger brake,
And throw the cord wood on the train, we felt so lofty and so grand,
When we passed the examination, No. one, and had learned to break by hand.

And as a change in that bright life, some time there came the dawn,

Of a coupling missed, and you silently hissed, oh, there's my poor finger gone,
Yet he sits to-day in the "parlor chair," while his lesson is only to shout
In a positive way with a manly voice, as he calls each station out.

Yet sometimes then, in the long drear future, it was many years perhaps,

A letter in the sack, which simply said, "Tom put on your shoulder straps,

'Then' call for your punches and time-card; 'also' read the rules with care,
And how often the rules were the longest, and bore the lion's share.

And days and years you worked so hard, the road was so rugged and rough,
While your life so much resembled the road, you thought it was good enough.
Scarce one thought of the future, the past forgotten, few friends to cheer you home;
The truth repeated in these few words, you were living almost alone.

If no higher calling had ever appeared across the pathway of me and you;
If all forever had been content, thus to live our whole life through;
If hard work and health, our only boon, we might die as we began,
And no one taken the time to devise, a better or a different plan.

But how many were maimed, how many were killed, and wives and children dear
Were left with nothing but woes, and need, and a thousand scalding tears,
And many a time, tho' sad to say, yet on truth we must ever depend,
Not even the richest boon of earth, a brother or faithful friend.

Oh, many a manly life cut down in the very prime of life,
But what did he leave? The answer so oft, "A fond and a loving wife,"
While a thoughtless world, with its busy tread, the bustle which brooks no share
In your trials and needs, yea poverty, your troubles, no thought, no care.

And when one true friend were a mine of gold, O where was that one friend found
Little children perhaps both hungry and cold, barefeet on the frozen ground,
These were the fortunes left many a one, the sad ending of fanciful joys,
The experience left to many a home, when you and I were boys.

Ah! how changed the scene. Were I but an artist, my brush would come in play;
I would paint the picture, the words, the thoughts, in this beautiful hall to-day.
The clasp of the hand, the brotherly cheer, the invocation to our Father above,
That *He* guide us aright in the duties of life, fill our hearts with brotherly love.

And on the canvas in bold relief, the notes of that sweetest song,
Four thousand insured, yes, a little left, when every one else seemed gone,
And a good friend here and a good friend there, and another friend over the way,
Not only in summer and sunshine, but true friends in a rainy day.

This tells the secret of your mission here, and the grandest scholar of earth,
With his brain of ripe thoughts and magic words, could not better portray its worth,
And the sweetest commandment e'er given, bears the tints of the rainbow's hue.
Will you do unto others as you would that they should do unto you?

Where lieth the fulfillment of all your hopes, what success will come to bless?
Where lies the secret of days to come, with the path that leads to success?
Pardon me, friends, if I tell you to-day, for the truth never does any harm;
'Tis the help, and the aid you give these brothers, while you strengthen their strong
right arm.

Will you pardon me, too, if I tell you the lesson, the hardest on earth to learn?
No matter which way you have to travel, no matter which way you turn,

A little more patience and looking after, with the help of our "Father" above,
If we know, to teach; if not, to learn, the true meaning of brotherly love.

I saw a wreck on the track, and my good friend lay helpless as one could be;
I reached forth my hand, and I lifted him up, and the birds singing up in the tree,
Were trilling their notes of joy and praise, and watching, they wondered who
Repeated so softly these beautiful words, "I will see what I can do."

Will you all see what you can do, brothers? Will you waft the promise on high?
To those who have gone where you must go way beyond earth's beautiful sky.
Then learn this book, for it tells each one the duty of life, every day;
Then the storms of this life fade away with the clouds, December as pleasant as May.

Your wives and your children are here to-day; they enjoy these few short hours,
As they ride 'neath the evergreens you placed there, mid the perfume of beautiful
flowers.

Look back twenty years, would you change to-day? If so, breathe it softly to me,
Would you travel the pathway of life all alone? Or 'neath the banner of the O. R. C.

Think you your mission ended, my friend, my brother, nay send it on the winds' keen din,
Never, while the right is truly upheld, till the tide shall no more come in;
Never, while the sun and moon give light, the rain drops on the window panes;
Never, while the charter tells you there, that "perpetual friendship" reigns.

Only when the light of day has ended, and only one brother can be found;
Only when the lamp of life all faded, and we sleep 'neath the cold, cold ground,
And if the night's shadows may come too early at morn, at noon, at night,
I would ask but one crown, and no more glory, but, my brother, I tried to do right.
FINIS.

JUNE, 1886.

EMPORIA, June 7, 1886.

EDITOR MONTHLY:—Emporia Division is steadily growing and prospering, and I am heartily glad to say that most of our members are beginning to realize that they have been neglecting a duty they owe both to themselves and families by failing to carry the insurance, and they are taking the insurance as fast as they can.

Business is not very rushing here at present, so the members have a good opportunity to attend regular meetings. The last member that we received into our Order was Bro. James Spratford, formerly with the C. & N. W. and now in the employ of the A., T. & S. F. Bro. Spratford is a valuable addition to our Order, making a good member.

We have been doing an enormous business on the A., T. & S. F. system, both in freight and passenger business, up to June 1, taxing our motive power and rolling stock to the fullest extent to move it all, and giving train men all the running they could stand. This business was handled with dispatch, not the least accident occurring to cause any delay to traffic, which is saying a good deal for as extensive a line as the Santa Fe and the amount of business handled.

Our new general manager, Mr. C. W. Smith, is well known as one of the oldest and most successful of railroad managers, and has proven himself as such since he assumed the management of this vast system of road, for his patience has been put to a severe test since the first of the year. First it commenced with a snow blockade that continued for two months, almost entirely blocking traffic during that time, it being one of the se-

verest storms on record in this Western country, and it is an unusual occurrence to have any snow blockade on this route. This was followed by the cutting of rates on this and competing lines, and also the stopping of traffic on connecting lines on account of strikes. During the trouble on other roads with employers on account of strikes, we did not have the least delay or trouble on this line, but everything worked peaceably and amicably between employers and employes. Freight and passengers were received and delivered promptly without delay, which speaks well for our officers.

Mr. Smith is ably assisted by superintendent of transportation Mr. D. J. Chase, who has had a great many years' experience in the handling and management of transportation. He began as brakeman a good many years ago in New York State and has worked his way up from the foot of the ladder and has been growing gray in the railway service. He is held in the highest esteem and respect by the Order of Railway Conductors, and is an old pioneer conductor himself.

Mr. C. L. Nichols is superintending the transportation department on Eastern division, and Mr. H. R. Nickerson superintendent of Middle division, and both are thoroughly experienced men in the different departments of railway business.

Our trainmaster, Mr. F. A. Burgess, has proved himself to be a worthy and efficient officer and has gained the respect and admiration of all the employes under his control, as well as all others who know him. The train men under his control are willing to do their utmost to satisfy him for they know that he appreciates good, careful men and good work, and therein lies the secret of his success. Although a young man he has a bright future, for he is strictly business and will make a successful railroad manager.

Will try and give you a little information in regard to some of our members and their whereabouts for the benefit of our readers who may like to hear from them, in the next issue of our MONTHLY. I noticed in the June issue of the MONTHLY that our Brookfield correspondent (J. W. W.) gives as his excuse for not joining our insurance that he carries \$5,000 in another order. Is the good brother aware that he gets the benefit of our insurance in case of total disability, an inducement that other insurances do not offer?

Yours in P. F.,

I. C. U.

JUNCTION, N. J., June 7, 1886.

EDITOR MONTHLY:—At a regular session of Delaware Division 37 held yesterday afternoon, Bro. Ed. Dilto in Chief's chair, with Bros. Frazer and Kline on right and left respectively, and the attenuated form of Bro. Phipps occupying the Secretary's chair, the usual routine of work was proceeding along quietly when an alarm at the outer door was given, followed by an explanation that the wives and lady friends of the members wished an audience with our Chief. Having the password friendship, they were admitted. Bro. Meeker, train dispatcher of the M. & E. Division D. L. & W. R. R. at Phillipsburg, led the way, followed by the ladies in couples, who, as they entered the door, divided and going down each side of the Division room, formed a complete circle. Bro. Meeker on behalf of the ladies presented to the Division a beautiful set of flags of silk handsomely embroidered with name and number of our Division and monogram of the Order on. Bro. Dilto in a few well chosen words and in behalf of the Division accepted them not alone for their intrinsic value but for the love of the wives and daughters that prompted the gift. Bro. Kline followed and in an able manner showed to what purposes on different occasions the red, green and white flags had been used. Bro. Johnston of Division 147 spoke of the necessity of our living pure and unspotted lives if we, at the end of our last trip, wished to hear the Grand Chief Conductor of the Universe's approval of our run through life. Bro. Phipps in a felicitous manner gave us his experience with three ladies, after which he gave the audience a few items as to what the Order had done,

especially the insurance feature. G. W. Wilhelm, the N. J. Central dispatcher at Phillipsburg, was called on and responded. Dispatcher Anderson, of Bergen Point, was called on but on account of his youth and bashfulness begged to be excused. Bro. Bagshaw, of Pt. Morris, was also one of the speakers, also Mr. Franks, freight agent for the M & E Division at Phillipsburg. Several brothers were called on, who did not respond, owing to their bashfulness.

The speaking was interspersed with music on the organ, presided over by a Mr. Stryker. A solo by Miss Baylor, assisted by her brother, Master Lem, with his violin, was a feature of the day. Master Lem is only eight years old, so we considered his playing very good. We would not forget our little friend Miss Ruth Hulshizer, who as a pianist cannot be excelled for one of her years. After all this came refreshments provided by the "boys" under the management of C. J. Abel; cakes, icecream, oranges, bananas, strawberries and lemonade, and must I say it, a keg of—well, you know what—on tap. Ask Bro. Jno. Mehan of 147 if it wasn't genuine Delaware water. The bald-headed men occupied the only table and Bro. Phipps fed them with cake stuffed with cotton to see if he couldn't get the wool or down to grow. Bro. Jo. Hutchinson took too big a mouthful and nearly choked.

Among the many present I noticed Bros. Parks, Johnston and Mehan of No. 147; Bros. Huff and Gulick of 168; Bagshaw, Huffman and Roorbacker of Pt. Morris; Crook and Terriberry, with wives, from H. B. Beach, N. J. Central; Fenwick and wife of Hampton; Phipps and wife, Hulshizer and wife, Dory and Sylvester Shrope with wives, Hess, wife and daughter, Kline, wife and daughter, Dilto, wife and daughters, Mrs. Cooley, Mrs. Shoeflar, Shields and wife, Patterson and wife, Barnetz and lady, Shalor and wife, Baylor, wife and two children, Woliver and wife, Jno. Londonberry and wife.

I think I have written you full details of all the proceedings and those present, and if any have been slighted it was not intentional. Bro. Geo. Johnston, of Hampton, gave up going at the last moment as his heart failed him. He said it would floor him to meet so many ladies at once.

Now in closing would say that Delaware Division 37 is in a flourishing condition, finances are good and a good number of the boys are members of the insurance. Hope to see them all in it. If this escapes the waste basket I will be surprised.

Yours in P. F.,

W. C. ROWLAND.

MOBILE, ALA., June 5.

EDITOR MONTHLY:—Division 178 is still on hand and running smoothly. We do not expect to increase much more in membership as we have about all of the boys we can reasonably expect to get owing to the fact that Division 98 is on one side of us and Division 108 on the other side, nevertheless we will not be found wanting when called on, for what we lack in quantity we make up in quality. We are somewhat disappointed at not having our Grand Chief down to see us; have not heard anything from him since he was sick in Richmond; have been expecting another programme from him but up to present writing there is none to hand; circumstances permitting, would like to see him down this way before long. Everything on the old reliable Mobile & Ohio is OK. The boys are all getting along nicely. We have one brother who is just a little ahead of all the rest, the brother that holds down the A. C. C. chair. He is so popular that even his best friends are too modest to answer his questions for fear of being sold. "Red Pat is a jolly good fellow" is the remark of every lady that knows him.

Yours in P. F.,

T. E. BUCKLEY.

RAILWAY.

THE DOUBLE ORDER SYSTEM.

The following incident is vouched for by several reliable persons, and it is worthy a place in the MONTHLY as illustrating the knowledge of some railway employees in regard to their business.

An old conductor who had been dismissed from the U. P. called on Superintendent Campbell, of the B. & M. R., and asked for a position. Mr. Campbell told him that he could have a situation if Mr. Holdridge did not object. The applicant called on Gen. Manager Holdridge and procured his consent, and after some three or four weeks returned to McCook, and again applied to Mr. Campbell and was informed that during the time he was away a trainmaster had been appointed, and that he would have to make application to him, but that he (Mr. Campbell) had spoken to Trainmaster Phelan in regard to the applicant who immediately called at the trainmaster's office, when the following conversation occurred :

Applicant.—Good morning, Mr. Phelan, did Mr. Campbell speak to you about a man by the name of ———, who was to go to work here?

Phelan.—Well, yes, I believe so. Are you the man?

A.—Yes, sir.

P.—What road are you from?

A.—The Union Pacific.

P.—Have you any letters?

A.—Yes, sir, here is one from the chief dispatcher. (Trainmaster reads letter and returns it.) I don't know as that letter is of any account as the man who gave it went crazy soon after.

P.—He did. How was that?

A.—Well, you know they have just introduced the "double order system" on the U. P., and they had so many collisions that it was too great a strain on his mind.

P.—Oh! yes, "double order system;" yes, we have that here; *make two copies at once, one for the conductor and one for the engineer.*

The applicant got his position, and has it yet.

THE CLUTCH OF MONOPOLY.

Do you know I never until recently felt the iron hand of a gigantic monopoly close on my throat, and so realized how slowly but surely it was tightening its constricting folds, like the deadening upas tree, over whose blighted valley there flies no living bird and comparatively few dead ones, as it were, upon the life of the nation? [Applause and loud cries of "Go on!"] Needless is it to say that I refer to the railroad. I live in a small village on the line of the Pennsylvania railway. We have no competing line. We lie at the feet of the monopoly that hauls us in and out of town; we are passive and helpless. The other day I had two boxes of freight to send West by this monopoly. I went crouching into the office of the freight agent. When I told him I had two boxes of stuff to send to Chicago, a distance of about 800 miles, I saw his eyes light up with the

keen glare of savage greed. He said he would ask Harrisburg for rates, which I knew was a mere subterfuge to gain time while he could guess how much money I could raise this side of the grave, and then the grasping tool of a soulless corporation charged me 69 cents for carrying two big boxes 800 miles. What's more, he made me pay it. It's no wonder that shippers kick. I am only surprised that they don't boycott the railroads.

Let us return to the days and quiet ways of our good old fathers, when, by paying only one-half of the price of the boat, I could have sent my boxes to Buffalo by canal and the rest of the way by lake boat and got them through to Chicago or the bottom the same year.—*Burdette.*

TRAIN ORDERS.

GALESBURG, ILL., JUNE 9, 1886.

EDITOR MONTHLY:—In reply to the request of G. H. B., Grafton, W. Va., on his train orders, I say order No. 1 is the running order for engine 530 which is a wild train order. Engine 530 accepts said order as such at 6:30 P. M., and governs herself accordingly. If no regular due she starts on her way. At Kanawha she receives order No. 2, timed thirty minutes later, a regardless order of 657 to terminal point in order No. 1, and not conflicting with No. 1. At Cornwallis she receives order No. 3, timed thirty minutes later, that *she will* by or before meet first 657 at Central. That's meeting order, and kills order No. 2. Engine 530, at Central, takes side-track, and waits until she has right to road, or moved by train dispatcher. I think the above will explain Nos. 1 and 2.

Yours in P. F.,

W. J. L.

ST. ALBANS, June 2, 1886.

EDITOR MONTHLY:—I am well pleased to see the MONTHLY on hand the first of the month. I did not intend to intrude again so soon, but I saw G. H. B.'s question on train orders. Therefore, I will give him my version, and respectfully ask him if I am O. K. As I look at this order No. 1, which reads engine 530 will run to Grafton, extra, simply give engine 530 a right to run to Grafton, keeping clear of all regular and signal trains. This order is given at 6:30 P. M. at Parkersburg. Later (viz., 7 P. M.) the dispatch finds that engine 530 will be detained by 657, therefore he gives order No. 2; run to Grafton regardless of 657. Still later (viz., 8 P. M.) he finds that engine 530 will detain 657, therefore he gives order No. 3, which reads engine 530 will meet first section 657 at Central by or before 11 P. M. Now, then as I understand from G. H. B.'s letter, engine 530 is running light, and as he (the engineer of 530) knows from order No. 3 that 657 has more than one section, I should think most assuredly he should side-track at Central, and he must also be there as soon as 11 P. M., as 657 has a right to proceed after 11 P. M., or at least that must be the supposition. Now, then we will say engine 530 arrived at Central at 10:50 P. M. She must meet 657 there. Orders No. 1 and 2, although not destroyed, are void so far as they affect 657. Therefore, I think engine 530 must meet 657 and all sections of 657 that may be following on signal. At least, if your humble servant was in charge of 530 she would stay at Central until 657 and sections arrived, or I got orders to cover the point. Now, as regards the difference between orders Nos. 1 and 2, all I can say is this. Order No. 1 gave 530 a right to run to Grafton; order No. 2 gave 530 a right to run to Grafton, keeping clear of all regular and signal trains except 657; this particular train she must meet at Central; provided she (530) could make it by 11 P. M. The dispatch might have made order No. 2 read engine 530 will meet 657, first section, at Central by or before 11 P. M. There was no need to repeat any part of order No. 1 as I can

see. I digest this in accordance with the rules and regulations of the R. R. I am employed by, which may not coincide with the rules where G. H. B. hangs out.

I wish to give the boys a question in train orders. First, for their information, I will say our rules and regulations read as follows: Any train, following on a red signal, has the same rights as train bearing the signal. Now, then train No. 5 (for example) receives the following order. To conductor and engineer train No. 5 at A., you will meet No. 4 train at C. and No. 4 extra train at D. (Extra following on red signal) train No. 5 proceeded to B., where they were detained, and then received the following order: To conductor and engineer No. 5 train at B., you will meet No. 4 train at B.; No. 4 train came, and of course had red signal. Question: When will train No. 5 meet No. 4 extra train, No. 5 train receiving no further orders. At the time this happened, there were various opinions as to where No. 5 train should meet No. 4 extra. Should like very much to hear from some of the brothers.

Yours in P. F.,

N. E. D.

N. E. D. is correct in his solution, but the MONTHLY thinks the question of G. H. B., in June, as well as this one, "too easy":

The difference between orders Nos. 1 and 2 as given by G. H. B. is simply that No. 2 makes a meeting point, and No. 1 does not. Order No. 3 changes a positive meeting at Grafton to a possible one at Central, that is, engine 530 will meet 657 at Central if it can get there by 23:00 o'clock, otherwise it will not; the omission of the words "1st sec. of" would not affect the order in any way, or the rights given by it to engine 530, if the usual "signal rule" is in use on the B. & O. W. I. L. and N. E. D. are both correct.

In case cited by N. E. D., we guess from the orders that No. 4 has the right to the road, and if so, No. 5 should remain at B. until extra No. 4 arrived. A train, following a signal, is considered a part of, and has all the rights of the train carrying the signal and calling the second train. No. 4 extra does not alter the fact that it is as much a part of No. 4 as any car in the first train, consequently an order to meet No. 4 at B., means to meet all of it there and not one-half.

HULL, MASS., April 15, 1886.

EDITOR MONTHLY:—It would please me if some brother would reply to the following through the MONTHLY. Close by the broad Atlantic there is a trestle nearly half a mile long, running east and west, the inside or south rail "crawls" to the east, the outside or north rail "crawls" to the west. Why is it?

Yours in P. F.,

JEFF.

BINGHAMTON, N. Y., May 8, 1886.

EDITOR MONTHLY:—In regard to the order concerning the trains 54 and 2 and 59 I wish to say that a Telegraph Train Dispatcher who gives an order in the manner published in the Journal, can not understand the duties he has been appointed to fulfill. When he gave the order to No. 54 to run to Drakespoint, as second section No. 2, it was his duty to say whether with or without signals. If he intended to run the two remaining sections of 54 as 3d and 4th sections No. 2, then there could have been nothing left to represent No. 54. Consequently the order should read to C. and E. No. 54—No. 54 between Port Huron and Drakespoint is abandoned run to Drakespoint as second section No. 2 with signals, and the same to the second section of 54 to run as 3d section No. 2 the same order to 3d section 54 to run as 4th section No. 2, saying nothing about signals. If I were to receive an order as published in the Journal, I should refuse to sign it until it was more fully explained. The order to No. 54 to run as second section to No. 2, did not confer any right to the two remaining sections of 54. On the other hand, had he intended to let the remaining sections represent No. 54, and fight their way through according to their rights, then the order to No. 54 should certainly have been without signals.

Yours in P. F.

D. S. & W. R. R.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

LXXXVII.

Railroad Service—Negligence—Subordinate Position—Fellow-Servant.—The plaintiffs to this action sue for damages for the death of their son, a fireman on a regular passenger train of the defendant, who was killed by a collision with a light engine of the company, which was under the management and control of one Ryan, its engineer. Ryan neglected his instructions. There was no evidence to show his incompetency, or that the orders under which he was acting were not prudently made. Under the rules of the company, an engineer running a light engine, was both engineer and conductor. The trial court thereupon ruled that the negligence of the engineer (conductor) was the negligence of the company, he not being a fellow servant with the deceased brakeman. The company appealed.

Held, That the mere temporary subordination of one servant to another, will not make the master liable for the negligence of the latter servant.

Held, That a fireman on a passenger train, and an engineer on a switch engine, are fellow servants, the risk of whose negligence each must take.

Judgment reversed and new trial ordered.

Howard v. Denver & Rio Grande R. R. Co., U. S. C. C. Col. May 3, 1886.

NOTE.—The question in this case is of no slight importance. The early current of judicial decisions in this country was such as to affirm that employes situated as were Ryan and the deceased, were fellow-servants. But the latter current, both of judicial decisions and legislative action is away from that ruling in many respects. In at least two States, Kansas and Iowa, the railroad company is made responsible to every employe for the negligence of every other employe, so that in these States at least, the doctrine of fellow-servants in respect to the question of negligence has ceased to have any recognition. Some have gone so far as to hold that wherever the master owes an absolute duty to the employes, and instead of discharging that duty himself, intrusts it to an agent or servant, such agent or servant is not a fellow-servant within the meaning of the rule of liability for negligence.

LXXXVIII.

Conductors' Negligence—Superior Servant—Relation to Subordinates—Company's Liability.—This was a suit brought by a locomotive engineer to recover for injuries received in a collision which was caused by the negligence of the conductor of the train in refusing and neglecting to show the plaintiff (engineer) all orders he had received with respect to the movements of the train. The following rule of the company which was violated, is set up in the complaint: "Conductors must in all cases, when running by telegraph and special orders, show the same to the engineer of their train before leaving stations where orders are received. The engineer must read and understand the order before leaving the station. The conductor will have charge and control of the train, and of all persons employed upon it, and is responsible for its movements while on the road, except when his direction conflicts with these regulations, or involves any risk or hazard, in which case the engineer will also be held responsible."

Judgment was had for the plaintiff below, and the company appealed.

Held, That a railroad company is responsible to its train servants and employes for injuries received by them in consequence of neglect of duty by a train conductor in charge of the train, with the right to command its movements, and control the persons employed upon it.

Held, That a conductor of a railway train, who has the right to command the move-

ments of the train and to control the persons upon it, *represents the company* while performing those duties, and does not bear the relation of fellow-servant to the engineer and other employes of the company's on the train.

Judgment affirmed.

Chi., M. & St. P. Ry Co., v. Roney, U. S. C. C. E. Rep. June 2, 1886.

NOTE.—Courts in this country and Great Britain have been very much puzzled in laying down a general rule in respect to the subordination of employes. The rule most universally followed is that the term "fellow-servant" includes all who serve the same master, work under the same control, derive authority and compensation from the same source, and are engaged in the same general business, though it may be in different grades and departments of it. (See *Wonder v. Railway Co.*, 32 Md. 411). The fact that the injured servant was subordinate to the negligent servant (conductor), and under his control, makes no difference. (See *Wharton on Neg.* Sec. 220, and *Wood on master and servant.* Sec. 437). The States of Ohio and Kentucky, however, do not follow this rule, but hold the conductor responsible as a superior servant and as a vice-principal of the company,

LXXXIX.

Brakeman—Suitable Apparatus—Conductors and Masters' Joint Liability.—Action of negligence in damages from an injury resulting in death of a brakeman on a passenger train belonging to the company. At a certain point in order to make room for a passenger train, certain idle cars were to have been removed from a switch, and the engineer and brakeman were ordered by the conductor to hitch on to them with their engine and couple them into a train and remove them to a station switch near by. In obedience to the conductor's order, the brakeman went between certain cars to effect the coupling, and giving a signal to the engineer to back his train, but upon the approach of the two cars, the coupling-pin struck the draw-head and broke. The two meeting cars being of unequal height, the buffers did not meet, but one being elevated above the other, they passed, and the cars collided, crushing the body of the brakeman.

Judgment was had and the company appealed.

Held, That the doctrine of negligence as to fellow-servants applies only when the fellow-servants' fault is the sole cause of the injury. Where the injury is attributable partly to the negligence of the fellow-servants, and partly to that of the company to provide suitable apparatus, the master is liable.

Held, That the omission to use proper and suitable buffers or draw-heads, usually attached to railroad cars, is inexcusable negligence in the company, and in an action for an injury consequent upon the omission the company will be liable.

Towns v. Vicksburg, etc. Ry. Co., La. S. C., 1886.

NOTE.—It is not uncommon for railway employes to contract to take the natural risks of their employment, and among them the risk of injury resulting from the negligence of their co-servants. But thanks to the law—that a company cannot contract against its own negligence, and where a company disregards its obligations to provide suitable apparatus or appliances, so that the injury is not entirely caused by the negligence of the fellow-servant, but in part at least, is the result of that omission of duty, then in such case the negligence of the conductor or co-servant will not exonerate the company from the consequences of its own fault.

XC.

Contempt of Court—Knights of Labor—Legal Status of—Destruction of Property, etc., Alleged Justification.—This is an action against the defendants for contempt of court. The affidavit set up that the T. & P. Ry Co., is an insolvent corporation now in the possession of the United States court, and operated by the same under a receiver as manager, etc., and entitled to protection of the court, that the receiver is a sworn officer of the court, and his agents and employes in operating the road are *pro hac vice*, the officers of the court. As such officers and employes they are not responsible to the court for their conduct, and if they (as strikers), willfully injure the property, or endanger it, or seek to cripple its operation in the hands

of the receiver, they are responsible to such court for such unlawful interference and destruction.

Held, 1. That the said officers (receivers), and the property of a company in the custody of the court, are entitled to and must have full protection under the laws of the land; no matter whether the grievances comes from within or without.

2. That where any employe of a receiver has any grievance or complaint as to his employment or wages, or treatment, he can and should bring the matter before the court, and the court will hear, arbitrate, and see justice done in the premises.

3. That it is a well settled law, that whoever unlawfully interferes with property in the possession of a court is guilty of contempt, and further, that whoever unlawfully interferes with officers and agents of a court in the management of property, is guilty of contempt, and that it is immaterial whether this unlawful interference comes in the way of actual violence, or by intimidation and threats.

4. That such officers and employes may quit their employment, provided they do not thereby intentionally disable the property; but they must quit peaceably and decently. *Held*, That where employes combine and conspire to quit with or without notice with the object and intent of crippling the property or its operations, they thereby commit a contempt. And, further, others who may combine and conspire with employes to thus quit, or as *officials of labor organizations*, issue printed orders to quit or to strike, with an intent to embarrass the court in administering the property, render themselves liable also, for contempt of court.

5. That labor organizations are lawful and generally laudable associations, but they have no legal status or authority, and stand before the law on no better footing than other associations, and that it is preposterous that they should attempt to issue orders that free men are bound to obey; that no man can stand in a court of justice and shelter himself behind any such organization from the consequences of his unlawful acts.

6. That where no complaints were made by the employes of such road, to either the receivers or the court, of bad treatment or insufficient wages, or other grievances; and where orders were issued from a secret organization to all their employes to quit work, to strike, to cripple the operations of a great thoroughfare for travel and commerce; and where many employes confederating and combining, did quit, and induced and forced others to quit, thereby delaying the operation of the railway, and damaged the property in possession of the court; such action was a gross contempt of court, wholly unreasonable and unjustifiable.

In relation to Higgins and 12 others. U. S. C. C. Texas. April, 1886.

NOTE.—The cause alleged by the defendants and the labor organization for this unlawful participation in a strike and destruction of property was that the receivers had discharged as incompetent, and for absence without leave, a certain employe, and refused to reinstate him at the demand of the "Knights of Labor," which claimed that this discharge was in violation of an agreement forced upon the managers of the road prior to the receivership. The court regarded the reason as silly and impertinent, and declared that such demands could not be tolerated.

The defendants herein were found guilty, and punished by fines and imprisonment of their respective cases in the discretion and leniency of the judge thought justifiable.

In another and more recent case one H. D. Davis, Master Workman, etc., was sentenced to two years in the penitentiary, and fined \$500 at Pacific, Mo., by the Franklin County Circuit Court. He was a leader in the late Southwestern strike, in numerous attempts to wreck trains, and shooting at the guards.

—The gold watch premium offered by the MONTHLY as a premium for the largest list of subscribers sent in between January 1 and May 1, was captured by Milwaukee Division No. 46.

YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

THE TWELFTH ANNUAL CONVENTION.

Delegates of the National Yardmasters' Association met in St. Paul, Saturday, June 12, 1886, at 10 o'clock in Grand Army Hall in the Drake block. There was a large attendance and the meeting was presided over by President James C. Campbell. The convention was opened with a touching prayer by Henry R. Hopkins, of Chicago, after which Mayor Rice delivered a brief address of welcome, in which he paid a high tribute to those men who are connected with the working departments of railroads. At the conclusion of the mayor's address a recess of ten minutes was taken and the members of the convention shook the hand of the mayor. When business was resumed greetings were telegraphed to the convention of train dispatchers in session in Chicago, after which the following committee on credentials was appointed:

J. W. Creed, S. Bennett, R. B. Stegall, Robert Barrows, and James Gordon.

The following delegates were present:

Minneapolis, John C. Berry, A. J. Hitt.

Chattanooga, Tenn., J. C. Fish, R. B. Stegall.

La Crosse, Wis., G. W. Cutler, George J. Johnson.

Omaha, Neb., Harvey Gilmore.

Evansville, Ind., John H. Burggrob.

Baltimore, A. H. Miller, J. H. Brennaman, Henry E. Hess.

Town of Lake, Chicago, B. Murphy, John Riley.

Joliet, Ill., J. W. Gray, Lester Soule.

Denison, Tex., F. J. L. Lonning.

Cairo, Ill., P. J. Lane.

Cleveland, Thomas J. Charlton.

Detroit, Charles E. Newton, William Blow.

Milwaukee, H. S. Teal, A. Vebber.

St. Paul, John McGulre, Andrew W. Bell, John W. Buckley, Fergus Flannigan,

P. J. Egan, Peter Finnegan.

Pittsburg, Pa., W. H. Reed, H. M. Butler, J. F. Bannan, J. P. Flannagan, Robert Marrow.

Port Jarvis, N. Y., A. W. Balch.

St. Louis, Harvey Harris.

Elmira, N. Y., C. S. Wheaton.

Clinton, Ill., J. Becking.

Richmond, Ill., David Mulligan.

Indianapolis, Hugh S. Curley, Charles Harvey, E. A. Cooper, J. A. Washburne
Charles Clark, J. Q. Hicks.

Cleveland, Peter Lighthall, John Joice.

Cincinnati, James Mulcahy, Samuel Bennett, Charles J. Bell, Robert Marshall.

Burlington, Ia., John L. Owens, F. Stimson, W. F. Clark.

Derry, Robert Niz, J. W. Rhodes.

Jersey City, James Gordon.

Atchison, G. A. Allen.

Nashville, Tenn., Samuel McCutcheon, Edward Bramwell.

Kansas City, James W. Tobin, W. K. Wager, George Keener, Justus Kohl.

Boston, W. P. Thompson, Henry Seigel.

Sedalia, Mo., T. J. Cummings.

Atlanta, Ga., T. S. Grimshaw, M. H. Mahan, E. S. Fairbanks.

Louisville, G. W. Bradley, Harvey Barker, F. A. Randall, Harvey McKenny, S. A.

Irwin.

Denver, John F. Snyder, Frank F. Lyons.

Leavenworth, J. E. Finch, Henry Parsons.

East St. Louis, John T. Metzen, William Fitzgerald.

Connellsville, Pa., Henry Taylor, G. G. Gillian, E. J. McCardy.

Brainerd, Minn., Patrick Murphy.

Columbus, O., John H. Hartwell, J. W. Coneys, S. P. Borris.

Andrews, Ind., A. M. Schmidt, Newton E. Cook.

Harrisburg, Pa., W. W. Davidson; G. W. Coleman.

Mandan, Dak., E. S. Walker, J. M. Glumb.

Toledo, O., J. G. Parker, J. M. Grasse, Jerry Daly.

Winnipeg, C. S. Hutchins.

New Orleans, J. E. Holden.

Manchester, N. H., Elmer Hastings.

Altoona, Pa., G. M. Anderson.

East Saginaw, Mich., N. H. Slade.

Philadelphia, Pa., Alonzo S. Lane, A. G. Thomas, George F. Irwin, James A. Melvin, A. K. Norris, George C. Bowers, James Carrigan, E. M. Carter, William Baird.

Chicago, Frank Harrington, Henry Hopkins, C. J. Callahan, Fred Dupies, R. H. Cherry, J. W. Creed, E. A. Mower, P. Connelly, S. W. Jennings, Mike Kenny, Ezra W. Purrett, F. Grady, J. W. Gray.

Union City, J. C. Reed.

Hannibal, Mo., E. M. Adams.

Canton, O., Henry Seifert.

Freeport, Ill., Patrick O'Connor.

Galena, Ill., J. F. M. Pilgrim.

Frank Fanning, of Palestine, Tex., was appointed Sergeant-at-arms and P. J. Egan, of St. Paul, was appointed his assistant. When a delegate is once seated he cannot leave the room without first asking permission from the president.

President Campbell delivered the annual address, which reviewed the work done by the Association during the past year and showed that it was in a prosperous condition. Reference was made in touching terms to those who had died, their number being seventeen.

The following committees were appointed:

On Resolutions—H. M. Butler, Jeremiah Glumb, Robert Marshall, J. F. Irwin, Henry E. Hess.

On Next Place of Meeting—J. F. Pilgrim, A. J. Hitt, J. J. Dillon, E. S. Fairbanks, Charles Green.

At two o'clock the convention was called to order and the executive committee made a report which showed that 193 members had been dropped from the Association for non-payment of assessments. It also showed that a large number of the deaths resulted from consumption. The committee reported against the advisability of getting a charter, and the afternoon was spent in discussing the advisability of incorporating.

After a heated debate of the question pro and con, the Association concluded not to incorporate.

The position on the strike question was reaffirmed by the adoption of the following in the revised constitution:

"Any member who shall engage in a strike, or shall encourage others to engage in one, shall be expelled from this Association, and shall be forever barred from becoming a member again. The secretary of his division shall notify the secretary of the Association, who shall notify all divisions and place his name on file. If the person so offending is not a member of a subdivision, it will be the duty of any member of the Association who is acquainted with the facts to notify the secretary, when the above must be complied with."

Another section reads:

"Any member who shall engage in the saloon business or sell intoxicating liquors, shall forfeit his membership, and shall not receive any benefits of the Association, and his name shall be dropped from the rolls."

Detroit was selected as the next place of meeting, and the following officers were elected: President, E. M. Carter, Wilmington, Del.; vice-presidents, J. J. Bresnahan, Denver, and Thomas G. Gresham, Atlanta; secretary and treasurer (for three years), Joseph Sanger, Altoona; corresponding secretary, William Baird, Philadelphia; sergeant-at-arms, F. Fanning, Palestine, Tex.; executive committee, J. Q. Hicks, Indianapolis; G. J. Johnson, La Crosse; Justus Hohl, Kansas City; James Gordon, Jersey City; S. N. Anderson, Altoona; A. J. Hitt, Minneapolis; S. F. Randall, Louisville.

The MONTHLY was continued as the official paper of the Association, and after the close of the convention the following programme was strictly observed:

Here we greet you, brethren of the rail!
Our fair twin cities in festal order dressed,
Tender the greetings of the great Northwest.

Brothers, come from whereso'er you may,
We give you royal welcome here to-day;
We bid you welcome; not with trumpet's blare,
Or cannon's thunder torturing the air;
Nor roll of drum; nor banners flaunting high,
With martial strain or gorgeous pageantry;
Nor yet with stilted line or classic phrase,
With courtly compliment or stately phrase;
But with warm hearts, and hands outstretched to grasp
Your own, in one long friendly clasp.

PROGRAMME.

Leave St. Paul, Ramsey county, and the capital of Minnesota, on the banks of the Mississippi, 9 a. m., by special C. M. & St. P. Ry. train. 9 a. m. sharp, and "don't you forget it."

Arrive Fort Snelling, 9:30 a. m. Five minutes will be given here to "gambol on the green" and "climb the golden stairs," but keep your eye on the soldiers' guns.

Arrive Minnehaha Falls. 10 a. m.; 10 minutes for shunting on the lie by—

From the Wigwam he departed,
Leading with him Laughing Water;
Hand in hand they went together
Through the woodland and the meadow;
Left the old man standing lonely

At the doorway of his wigwam;
 Heard the falls of Minnehaha
 Calling to them from the distance,
 Crying to them from afar off,
 "Fare thee well, O Minnehaha."

—*Longfellow.*

Arrive Minneapolis, Hennepin county, also on the Mississippi, and twin sister to the Capital, 10:30 a. m., landing at Sixth Avenue South, where a stop of one hour and thirty minutes will be made to view the great Milling District (30,000 barrels capacity per day), Water Power (145,000 horse), and Falls of St. Anthony (greatest on earth). Here we will divide up into squads of 12 and 15 persons each, when guides will be furnished by the gentlemanly proprietors and head millers, and extreme care should be taken to avoid pantaloons catching in the machinery or barrels—thus causing trouble for the millers and work for the undertakers.

Leave Milling District by carriage at 12 noon (sharp again) for a drive around the beautiful.

Arrive at West Hotel (fire-proof, eight stories high and convenient to all railway stations) at 2 p. m.

Luncheon at 2:30 p. m. sure and *earlier* if possible. "He who eats most takes the cake, and shall not be forgotten."

Leave West Hotel at 3:15 p. m., on foot and in a body, for the Motor (3-foot gauge, propelled by electric, soda, horse or steam power, and all under one management), Sixth street and First avenue South.

Leave Motor Station 3:30 p. m., by special train.

Arrive Lake Calhoun 3:55 p. m. Roller coaster exercise will be prohibited on this date.

Arrive Hopkins 4:15 p. m. Passengers must not get off this train until reaching Hopkins unless invited out by the president. See that hats, bonnets and buttons are well secured before entering the cars.

Leave Hopkins, near the Poor-house (also in Hennepin county), 4:30 p. m., by special train on the Minneapolis & St. Louis road for the great lakes. See tourist's map and guide books.

Arrive Solberg's Point, on St. Alban's bay, at 4:50 p. m., where we meet the jovial Commodore Zimmerman, who kindly takes us "o'er the billowy deep" in his special steamer, "Belle of Minnetonka." (Keep an eye on the gang-plank, please.) A ride of two hours on the Minnetonka Lakes. Pulling for bass, pickerel, croppies, wall-eyed pike, bullheads, whales, etc., now in order.

Arrive at Excelsior at 7:15 p. m. Dinner with mine host Waite of the Excelsior House at 7:30 p. m.

"Prepare your dose; be it great or small,
 We're now prepared to swallow it all."

8:30 p. m.—"Pull down your vests, wipe off your chins," and repair to the M. & St. L. depot, where we take the special train for Lake Park, arriving at 9 p. m. The devotees of Terpsichore will here trip the "light fantastic" to the musical strains of the Metropolitan band—no others need apply.

Leave Lake Park 11:15 p. m.

Arrive Minneapolis 12 midnight.

Arrive St. Paul 12:30 a. m.

Home, Sweet Home.

No matter where your lot be cast,
 Or what may seem the thing to do,
 Always strive to do your best,
 So now: "Paddle your own canoe."

A. L. ROBERTS, U. S. DETECTIVE.

EDITOR MONTHLY:—In your last issue of the MONTHLY I was surprised to read an article or communication published therein, signed by one A. L. Roberts, censuring Sam Stewart, the general yard dispatcher of the Union Pacific in Denver. I am surprised that you would allow such an article to appear in the MONTHLY, especially when the writer is such a vagabond and boarding house beater as this Roberts is, and to attack such a man as Mr. Stewart is, who stands high amongst the railroad men all over the United States. This man Roberts left Denver with unpaid bills to clothing houses, hotels and boarding houses. I wonder if he remembers J. W. Conrad, who on a cold and dreary winter's day took him in out of the cold, let him have his clothes to keep him warm, got a job for him, and also boarded him for two weeks until he got a start. He has never paid Conrad for his trouble or board, but Conrad holds about half a dozen letters of his of recommendations, two of which have been proven to be forgeries. In regard to his being blacklisted on the U. P., when he came to Denver he went under the name of Robinson, and when found out was ordered discharged by the superintendent. But Mr. Stewart was considerate enough to use his influence and worked hard to have the black ball removed, thinking this man was in a tight place; did all in his power to help him out, and what return did Mr. Stewart receive? Just as is related in the old fable of the farmer taking a frozen snake home in pity for the poor crawling creature, and when thoroughly thawed out turned on its benefactor and used its fangs on him. Such is this man Roberts. In proof of the above I can get O. R. C. and yardmasters as sufficient evidence that what I say is the truth, and hoping you will correct the wrong impression that has been spread on account of the article being published, I remain

Respectfully yours,

J. J. BRESNAHAN,

Sec. and Treas. Div. 8, Y. M. M. B. A.

OFFICE OF YARDMASTER, UNION PACIFIC R. R.
DENVER, COL., June 3, 1886. }

EDITOR MONTHLY:—Having read an article written by one Roberts about myself, I will by the solicitations of my friends answer it, though I had intended to treat the matter with silent contempt. When I took charge of the U. P. yards here on Nov. 23, '85, this man Roberts was switching in night yard going under the name of Robinson, he being blacklisted on the U. P. system for having a collision on the Idaho Division and being no good generally. The superintendent called him to the office and told him he would give him a chance to square his trouble up and during this time he could continue work in the yards, but when the matter was investigated Roberts was found to be no good and had made so many rank mistakes when running a train that they refused to retain him, and during this time we gave him charge of an engine and he could not do the work, and night yardmaster Ryan notified me that he could not get along with such men as foremen, so we put him to helping again. I was notified that the company would not allow him to work any longer, and thinking to do Roberts a favor I told him about it and gave him a chance to resign. He did so, and the company gave him a penny rate for ticket to Ogden. He told me he would not go until next day, but he drew his money, \$114 or thereabouts, and left same day. I found out that he had beat a clothing merchant named Schradsky out of a bill for clothes he had bought the day before, and beat his board at the Minnesota House, a bill of \$34, and another board bill with a widow lady here where he had boarded. The people came to me before the train had left with him two hours, and wanted him brought back. I wired conductor to find out if he was on train; he answered yes. Then I sent Roberts a message in care of Conductor Hinckley to send money by conductor to pay his bills, and he did not do so. If I had got his

money to pay bills it is not likely I would have wired him so soon for it a second time. There is a fireman in Denver yard by the name of Tom Sebree, who is well known by many railroad men, who was coming out of Ogden, and when he met conductor of train and asked him for a ride he was given to understand that it was all right, but told that he had been seen on the streets of Ogden with one A. L. Roberts, and that Roberts was crooked, but he would carry him, as a friend had told him that Sebree was all right. I do not wish to occupy too much of your time and space with this foolishness, and hope this will be satisfactory to Mr. Roberts. If it is not, I presume he will be satisfied when he is garnisheed where he now works, for his Denver board bill, etc. I am

Respectfully yours,

S. STEWART.

DENVER, COL., June 5, '86.

W. P. DANIELS, Esq.,

Dear Sir and Bro.:—In regard to inclosed letters from Mr. Stewart and Bresnahan, concerning A. L. Roberts, I can say their statements are facts. I am acquainted with the whole affair which it is not necessary to detail, as they have done so. Mr. Stewart is an honorable man, and is respected by all who know him. It is a known fact that Roberts' letter is a falsehood. I hope you will publish their letters for the benefit of Mr. Stewart. Stewart is a friend to the Order of Railroad Conductors, which any member of Division 44 will tell you if you wish to inquire.

Yours in P. F.,

J. F. RYAN,

Night Yardmaster P. F., Denver.

In regard to the foregoing matter, we would simply say that in February we received a letter from Mr. Stewart in regard to the character of Roberts. Being unacquainted with Mr. Stewart, the letter was not published in the March number, but was held until inquiries could be made the result of which satisfied us that he (Mr. Stewart), was a thoroughly reliable man, consequently the letter was published in April. Some time after the letter from Roberts was received, and published in the June number, and it was published simply because, in our opinion it confirmed what Mr. Stewart had said, and it bears upon its face, evidence of the character and standing of the writer. We cheerfully give place to the above letters, not because we think Mr. Stewart needs any vindication, for we believe the letter from Roberts has raised Mr. Stewart in the estimation of all who have read it except, perhaps, those whose good opinion he does not care to have.—Ed.]

The following yardmasters made a flying switch and dropped into our sanctum on their way home from St. Paul: Wm. Baird, Philadelphia; W. H. Reed, Penn Co., Alliance, O.; A. A. Wrede, So. Pac., San Francisco; Jas. P. Flanigan, Penn. Co., Pittsburgh; Geo. C. Bowers. P. & R., Philadelphia; R. B. Stegall, Q. & C., Chattanooga; E. W. Purrett, C. H. V. & T., Toledo; Frank Fanning, T. & P., Palestine, Tex., and several others who failed to chalk themselves. Many thanks, boys. Call again. By the way, Mr. Baird has been selected to take charge of this department of the MONTHLY, and you will hear from him in the next issue.

—Mr. H. F. Royce, late superintendent of the Iowa Division of the C. R. I. & P. Ry. has been appointed general superintendent of that line, with headquarters at Chicago. The employes on the other side of the river are sorry to have Mr. Royce leave them.

MENTIONS.

—The members of Delaware Division No. 37 remembered Bro. McDonald who is sick, by a generous contribution taken at their late social.

—Glad to note the appointment of Mr. J. J. Kress to be Master of Trains on Atlanta Division of the E. T., V. & G Ry.

—We acknowledge a visit from Mr. J. F. Hedden, of the A. T. D. A., who is located on the P. & R., at Catawissa, Pa. Sorry we were out.

—E. O. Soule, trainmaster on the Pacific Division of the B., C. R. & N., passed a day with us while on his way to visit relatives at Battle Creek, Mich.

—We are under many obligations to Mr. and Mrs. W. C. Brown, both old school-mates of the writer, for their many courtesies during our short stay in Beardstown.

—We acknowledge the receipt of a complimentary to a basket picnic given by the employes of the L. & N. Ry, May 15, and we are informed by a friend who was able to be present, that we shall never be able to fully appreciate what we missed by not being present.

—The secretary of Rising Sun Lodge of Masons wishes information as to the whereabouts of Charles N. Maynard, who was employed as conductor on the T. & P. Ry in the spring of '83. Any one knowing his address will confer a favor by sending it to John M. Fryer, Saratoga Springs, New York.

—We note that Bro. C. L. Nelson, late of the D. & R. G., and the delegate from Division 132, to the last Grand Division, is now vice-president of the U. S. Railway Passenger Conductors' Accident Association, and is traveling in the interest of the company. They are to be congratulated on having secured his services.

—Mr. P. D. Davis, master workman of the Knights of Labor assembly at Pacific, Mo., was sentenced to two years in the State penitentiary, and fined \$500 in the circuit court of Franklin county, at Union, Mo., for attempting to wreck the first freight train that left St. Louis during the strike on March 24, and shooting at the guards.

—Royal Division No. 51 held its first annual picnic and excursion on May 27, going to Shreveport, La., and Indianapolis Division No. 103 and its guests sojourned at Warsaw, Ind., on June 12. No report of the result has reached us, but it is entirely safe to say that a good time was had in both instances, for neither Division is in the habit of doing anything by halves.

—Members of the Insurance Association please note that a notice of assessment, dated July 1, has been issued to all whose certificates are dated on or before March 2. If not received, please notify the secretary promptly. Benefits of \$2,000 each were paid June 18, to D. E. McGinness, Mrs. Mary Louby, Mrs. Annie E. Spangle, Mrs. Helen Gardner, and Mrs. Nellie Hall; two being paid from the surplus.

—The Order of Railway Telegraphers was organized at Cedar Rapids, Iowa, by representatives from all parts of the United States, the meeting commencing June 9. A press of business prevented us from accepting an invitation to attend the opening session. They start with a membership of over eleven hundred, and as they are organized on a solid basis, we predict for them the success they deserve.

—MONTHLIES addressed to the following parties, have been returned to this office undelivered. Any of our readers who can give the correct address of any of them, will confer a favor by sending it to this office: Geo. Nelson, C., H. & D. Ry, Hamilton, Ohio; Jno. A. Gorom, 43 Fillmore ave., Erie, Pa.; G. Keys, Williamsport, Pa.; A. Sandy, 1421 Seventh ave., Minneapolis, Minn.; C. E. Griggs, Atlanta, Ga., and R. Cobb, Second street, Memphis, Tenn.

—A certain Division of the Order numbers among its members a few practical jokers who never miss an opportunity. This Division had a pleasant little social not long since and the jokers were on deck. They procured a beer keg, filled it with dirty water, colored as near like the beverage of Gambrinus as possible, inserted a faucet, and placed it in a closet opening from the hall, leaving the door a little ajar. It is safe to place the number of those who are waiting to "get even," at half a dozen.

—Among our numerous callers during the past month were E. B. Sill, of the Santa Fe.; Bros. W. C. Cross and Allan Potter of the Q.; A. S. Parker, of the C. & G. T.; M. J. Lull, of the Lehigh; James McMillan, of the F. and P. M.; M. Kent, of the C. & E. I.; Jas. Cranston, of the M. C.; J. H. Murphy, of the Wisconsin Central; Robert Turner, of the B. & O.; Jerry Mullen of the St. Paul, and Jud Hohl, the wide-awake secretary of No. 55, and many others.

—I. J. Belknap is a conductor from the wilds of Nebraska, and a member of Harvey Division No. 95, of the Order. It was a matter of some surprise, therefore, when we read a card saying that he was, on June 1, married to Miss Celeste S. Fletcher, at Lansing, Mich. Mr. and Mrs. Belknap have our hearty congratulations and sincere wishes for their future prosperity and happiness, and we wish to say to Mrs. B. if Judson don't behave himself, just let No. 95 know, and they will look after him.

—The American Train Dispatchers' Association held its Annual Convention in this city, commencing June 9. Their laws were thoroughly revised, a provision made for local organizations subject to the National one. President Linehan declined to be a candidate for re-election, and Mr. G. W. Babbitt of the Michigan Central, St. Thomas, Ont., was elected to that position. Mr. E. J. Peabody was re-elected Secretary. Friday morning the members of the Association and their ladies, left for Minneapolis.

—*The Weekly Telegrapher* comes to us in a new dress, new type, and printed on a new press, and is the successor of the *Railroad Telegrapher*. We are sincerely glad to note these evidences of prosperity, and hope it is but the beginning. The *Telegrapher* is the only paper published in the interest of the telegraph fraternity that takes an advanced stand on the labor question and absolutely against strikes, at least so far as we know. It is the official paper of the newly organized Order of Railway Telegraphers, and should meet with a generous support at their hands.

—We are pleased to note the success which attended the first picnic and excursion of Lookout Division No. 148, which occurred May 13. The excursion was to Oakdale, a pleasant little place in the mountains and on the bank of the Emory river. Two bands were provided, and abundant opportunity given for those who wished to trip the light fantastic toe, while those who wished, could fish, hunt or ramble in the pleasant woods. Eleven coaches were filled and all were loud in their praise of the management of the affair. Division 148 cleared a nice little sum for their treasury, and can congratulate themselves on their success in every way.

—A good story is told of an engineer on the Northern Railway. One night this spring he was bowling along through the swamp, the other side of New Lowell, with about twenty loaded wheat cars after him. The frogs in the adjacent swamp were singing louder than the roar of the flying car wheels. The night was pitch dark and foggy. Suddenly he heard what he took to be the sound of an approaching locomotive whistling at a crossing ahead of him. He reversed the engine, whistled "down brakes," and brought the train to a standstill. All on board listened intently for the sound of the coming train, but none could be heard. By and by the loud croak of a monster frog in the marsh on the left, told the story of his deception. Now, all the boys have to do is to call out "Frogs," and the driver feels worse than a new street car employe.—Ex.

—MARRIED.—On Wednesday evening, at the pastoral residence of Very Rev. J. Hickey, Mr. John Dinges, of Walls, and Miss Ella McCloskey, of Port Perry. After the ceremony the newly made Mr. and Mrs. Dinges repaired to the residence of the mother of the bride at Port Perry, where an informal reception of themselves and friends were held, after which they repaired to a home prepared by themselves at Walls station, which they will make their permanent. Many presents both unique and costly were received by them, particularly from P. R. R. circles where each are well-known and honored for their worth. We hope their united lives may never see the shadow of discontent, and that their bark may ever glide smoothly on the waters of prosperity.

Dinge-d if the MONTHLY don't think John has taken a wise step in providing himself with a magnet that will counteract any "down town" attractions, and we join other friends in wishing for them a long and happy life. Bro. Dinges is a member of Hawkins Division No. 14.

In Memoriam.

"O STANCH THY BOOTLESSE TEARES, THY WEEPING IS IN VAIN;
THEY ARE NOT LOSTE, FOR ALL IN HEAVEN SHALL ONE DAYE MEET AGAIN.

Aird.—Bro. George Aird, a member of Crescent City Division No. 108, and for many years a faithful employe of the Illinois Central Railway, lost his life, at Montgomery, Miss., on the morning of April 23, in the performance of duty. Bro. Aird was cut down in the spring-time of a useful and honorable life, and in his death Division No. 108 has lost one of its best members and the I. C. Ry. a faithful, trustworthy and esteemed employe, who, in the strict and faithful performance of his duty displayed those qualities of courage and disinterestedness which are the highest traits of genuine manhood. Bro. Aird, in his last moments, in meeting the final dread summons, displayed courage not unexpected in him by those who knew him well, and the memory of which will be cherished, as well as regret for his untimely death, long after his form has moldered into dust.

A space in the official records of the Division is consecrated to his memory and contains a brief biography and a statement of the manner in which he was cut down. The Division extends the deepest sympathy to his mourning family.

Connor.—Bro. John Connor, chief conductor, met his death in an accident which occurred to his train. Bro. Connor was an old and respected employe of the P. R. R., and it will be long before his place in our midst will be filled. The Division adopted resolutions of regret at a special meeting called for that purpose on the 12th day of May.

Gilson.—The funeral of Bro. T. T. Gilson (late of the M. & O. road, at Toledo, O.), took place here to-day; the services were conducted by Rev. Dr. Wallace, of the Presbyterian church. The quartette was from the Presbyterian choir, and was composed of Mrs. Mollie Byerly soprano, Miss Jean Hadley contralto, Mr. David Hadley tenor, and Mr. C. F. Eldridge basso, Miss Laura Palmer pianist. The pall bearers were four brothers-in-law and two cousins. Division 64, in which Bro. Gilson received the first degree, sent a large floral pillow composed of lilies, tea roses, white carnations and smilax, with the initials O. R. C. in purple immortelles in the center. Mrs. A. D. Palmer sent a flower piece composed of concentric circles of alternate white and red roses, the center filled with fragrant hellotrope. Mrs. C. H. P. ters a piece which, starting from an outer circle of red clover, was composed of verbenas, daisies and hellotrope, surrounding a large white peony. Numbers of smaller bouquets, etc., were sent in by friends who neglected to attach their cards to them. The O. R. C. was not represented at the funeral as a body, as the conductors could not get off on account of being short of men for the trains. Bro. Gilson was thirty-three years of age and born in Mercer county, Pa.; was one of four brothers, three of whom were railroad conductors, and all members of the Order. "Tom" was respected and loved by all with whom he came in contact for his many manly qualities and straight-forward character, and has many sincere mourners among the boys with whom he used to work. He entered the service of the E. & P. Division, Pennsylvania Co., in 1877, and continued in that service until 1885, when he accepted a position on the M. & O. road, making his home in Toledo, Ohio, where he died on Monday, June 6, of lung fever, after only a short illness. He leaves a wife and four small children to mourn his loss. Bro. Gilson took the second degree in Morford Division No. 26, Toledo, Ohio, and held membership in that Division at the time of his death.

C. H. PETERS.

Hookstra.—The sad duty falls on me to inform you of the death of Bro. John Hookstra, who came to his untimely end by falling from the top of his train and breaking his neck and fracturing his skull, two miles west of Benson, Arizona, at 2:30 A. M. on the 6th inst. The cause of the accident was as follows; Freight trains on the S. P. Railway all use air brakes, and for some reason unknown the brakes refused to act, and the engineer called for brakes. The deceased and hind brakeman responded just as the train was on one of the sharpest curves on the Division. He lost his balance; train was running thirty to thirty-five miles per hour.

On arrival of the train at Benson the Division Superintendent, Mr. J. S. Noble, had engine return and bring remains to Benson, where an inquest was held, and a verdict of accidental death was rendered.

Bro. Wheaton thinks J. S. Noble and his clerk, Mr. W. Booth, deserve the highest praise for their kindness and prompt action. They did all that man could do, and if space will allow in the next issue of the MONTHLY, it is the earnest wish of all the members that you make

special mention of those gentlemen. The funeral took place here the 9th of June. There were but two other members of the Order in town, but about fifty others in the offices and train service attended and paid their last respects to the deceased.

Bro. John Hookstra joined Division 69 some two weeks ago, and only received the first degree at their last meeting. We have not been able as yet to find any of his relations, but will do so as soon as possible.
J. S. McLELLAN.

Joslin.—John W. Joslin, father of our worthy brother, D. Joslin, of Division No. 73, died June 5, at his home at Miles Grove, Pa., aged fifty-eight years. Ashtabula Division No. 73, passed resolutions of sympathy.

Lynch.—Died at Vanettenville, N. Y., May 7, Bro. E. A. Lynch, a member of Chapman Division No. 45, after a few hours' sickness.

Lee.—At the residence of W. R. Thompson, a worthy member of Bowling Green Division 133, his little daughter, Agnes Lee, in the third year of her age.

Gone! How sad the word, yet still
We must submit, as 'twas God's will.
She had no mission to fulfill
Except for childish love;
God spared her but a few short years,
To dwell within this vale of tears,
Then called her hence to brighter spheres
To dwell with Him above.

Gone to the fairy land above,
To that bright land where all is love,
Where all is peace. This little "dove"
Now white-robed angel stands.
No more on earth we'll see her face,
Her gentle smile, her childish grace,
Her prattling tongue e'er keeping pace
With her sweet dimpled hands.

How sad is death! Yet we must part
With that that's dearest to our heart,
For death will hurl his withering dart
At the most shining mark.
'Tis ever thus in darkest hour
That he hath plucked our choicest flower,
And proved God's great Omniscient power
To bring forth light from dark.

C. P.

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 545 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 384 Cass st.; Sec., A. L. Vannaman, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Fort Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garretson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Appar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, Quaker st., Schenectady Co., N. Y. Meet 1st and 3d Mondays at 8:00 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 514 S. Rusk st.; Sec., J. W. Housel, box 365. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., C. S. Weston, 316 W. 5th st. Meets 1st and 3d Sundays in each month, 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, box 313, Portage, Wis.; Sec., Geo. J. Johnson, box 232. Meets every Sunday in each month at 2:30 p. m., Koop's hall.
- Leflett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemurr, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Fireman's hall.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st.; Sec. and Treas., Chas. A. Hall, 511 E. North st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Wm. T. Price, box 219. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Carr, box 968, Freeport, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, West Farnham P. Q.** C. C., J. S. Hardy; Sec. J. P. Whitney, Newport, Vt.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park; Sec., L. J. Golden, box 31. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzi, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Plinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., A. Whittenore, Acting, Box 342. Meets 2d and 4th Sundays in each month at 11 a. m.
- Artec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, Acting, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Desires Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1415 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Turle Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday at 11:30, and 3d Sunday of each month at 9:30, cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 112; Sec., C. D. Rossetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. Johnston; Sec., Chas. Wimsatt, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curr n. Meets 1st and 3d Sundays in each month at 2 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., A. W. Glenn, box 462. Meets 2d and 4th Sundays in each month at 2 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 831; Sec. and Treas., G. T. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st.; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 21. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., F. J. Jewett, 352 1/2 Dryads st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.

- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C. A. Henderson; Sec. and Treas., B. G. Warthen, box 1318.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., I. C. Borden, box 267. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- B. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Brush st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th st. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 133. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 537; Sec. and Treas., W. N. Cooley. Meets 1st and 3d Sunday of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st, at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga.** C. C., J. T. Johnson, 175 2d St. S. & T., R. R. R. id.
- Wahsatch Div. No. 124, Ogden, Utah.** C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C. F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1019 S. 11th st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabez Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., C. H. Bunberry. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., S. C. Paine, 127 N. Cherry st. Meets 2d and 4th Saturday in each month, at 9 a. m., No. 83 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., in Red Men's hall.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 215. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson, box 434; Sec. and Treas., Wm. A. Mills, box 183. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1314 Pennsylvania ave.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, or. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in C. o. sen Friens' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Pritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.

- Ira C. Sherry Div. No. 147, Easton, Pa. C. C.,** Thomas Callahan 307 West st; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris,** box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C., John M. Evans,** 14 Broadway; Sec. and Treas., C. T. King, 2 Genesee st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I. C. C.,** Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va. C. C.,** G. W. Taylor, 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** Wilson Marsden; Sec. and Treas., E. H. Blaklee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.,** W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,** H. T. Bolles, 14 Fifth st.; Sec. and Treas., D. G. Bechtel, 3 Lawrence Block. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.,** Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C.,** W. R. Mooney, care B. & L. Rly; S. c. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,** W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.,** J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.,** Joseph Winder, 230 South Main st.; Sec. Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C.,** C. F. Brown, Council Grove, Kas.; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham,** 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa. C. C.,** J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C.,** J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C.,** A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, Newark, Ohio. C. C.,** Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y. C. C.,** D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 41 West 9th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C.,** A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C.,** S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Roche's Hall 1st and 3d Sunday each month, at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C., E. G. Blaisdell,** W. J. Rly depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C.,** T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughy, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C.,** W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 5th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb. C. C.,** Geo. W. Dwinell; S. c. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri. C. C.,** P. Fowler; Sec. and Treas., J. B. Stanton. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C.,** T. P. Birmingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Fulton, Ky. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C.,** Robert Richards; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C., R. A. McCraw,** 236 Junetta st.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesday at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C.,** W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, 56 N. St. Louis st. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C.,** William Beales, box 351; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C.,** J. H. Latimer, 84 Pulliam st.; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts. at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O. C. C.,** Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C.,** J. McKain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C.,** S. M. Tavior, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

Blue Ridge Div. No. 184, Charlottesville, Va. C. C., W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.

Selma Div. No. 185, Selma, Ala. C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

Birmingham Div. 186, Birmingham, Ala. C. C., J. T. Alexander, box 682; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.

Sunbury Div. No. 187, Sunbury, Penn. C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C., T. C. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

Frontier Div. No. 189, Point Edward, Ont. C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.

Grafton Div. No. 190, Grafton, W. Va. C. C., Thos. S. Flannigan; Sec. and Treas., T. A. Bradford. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.

Yellowstone Div. No. 191, Billings, Montana. C. C., W. S. Becker; Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.

East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., L. T. Chubbuck, F. & P. M. Depot. Meets 1st Sunday afternoon of each month.

Lake Erie Div. No. 193, Lorain, Ohio. C. C., M. J. Courtright; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Arcanum Hall, Broad St.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

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Indianapolis Div. No. 1, Indianapolis, Ind. Jos. Averill, Pres.; Hugh S. Curley, Sec. Meets 1st Saturday night in the month.

Buffalo Div. No. 2, Buffalo, N. Y. Melvin Ehle, Pres.; Jas. M. Barrett, Sec.

St. Louis Div. No. 3, St. Louis, Mo. Chas. J. Wendling, Pres.; Jos. B. Nitchman, Sec.

Cleveland Div. No. 4, Cleveland, O. Alex. Bruce, Pres.; D. M. Alvord, Sec. Meets first Wednesday night in the month.

Cincinnati Div. No. 5, Cincinnati, O. Robert F. Marshall, Pres.; Albert Snell, Sec.

Leavenworth Div. No. 6, Leavenworth, Kansas. James Howard, Pres.; Henry Parsons, Sec.

Louisville Div. No. 7, Louisville, Ky. S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

Denver Div. No. 8, Denver, Col. Harry Buckhorn, Pres.; J. J. Bresnahan, Sec. Meets 1st and 3d Saturdays in each month in Division Room, Union Depot.

Rome Div. No. 9, Rome, N. Y. William Cooper, Pres.; H. S. Graves, Sec.

Terre Haute Div. No. 10, Terre Haute, Ind. Jno. B. Walsh, Pres.; Chas. R. McCray, Sec. Meets 1st Sunday in each month at 3 p. m.

East St. Louis Div. No. 11, East St. Louis, Mo. Geo. W. Glessner, Pres.; John T. Metier, Sec. Meets 1st and 3d Wednesdays.

Union Div. No. 12, Detroit, Mich. George J. Best, Pres.; Wm. Blow, Sec.

Concord Div. No. 13, Concord, N. H.

Kansas City Div. No. 14, Kansas City, Mo. H. R. Bailey, Pres.; C. C. Hatch, Sec.

Chicago Div. No. 15, Chicago, Ill. Jos. W. Creed, Pres.; Henry R. Hopkins, Sec. Meets 1st Saturday night in each month.

Lone Star Div. No. 16, Houston, Tex. T. Shaughnessy, Pres.; George T. Carson, Sec.

Capital City Div. No. 17, Des Moines, Iowa. Robt. W. Shackelford, Pres.; M. J. Scanlon, Sec.

Toledo Div. No. 18, Toledo, O. W. C. Raymer, Pres.; Wm. Morris, Sec.; Chas. Fox, Cor. Sec. Meets 1st Sunday in each month at 3:30 p. m., at 353 St. Clair st.

Milwaukee Div. No. 19, Milwaukee, Wis. Orville Zebber, Pres.; H. S. Teall, Sec.

Minneapolis Div. No. 20, Minneapolis, Minn. A. J. Hitt, Pres.; Harry Staples, Sec. Meets on the 1st Sunday in each month.

Itasca Div. No. 21, St. Paul, Minn. Jno. Buckley, Pres.; Geo. L. Phippen, Sec.

Point Lookout Div. No. 22, Chattanooga, Tenn. R. B. Stigall, Pres.; C. J. Harrington, Sec.

Pittsburg Div. No. 23, Pittsburg, Pa. Jos. L. Gache, Pres.; John F. Bannon, Sec. Meets 3d Sunday in each month.

New Orleans Div. No. 24, New Orleans, La.

LaCrosse Div. No. 25, LaCrosse, Wis. C., Geo. J. Johnson, Pres.; Jos. Lutiger, Sec.

Omaha Div. No. 26, Omaha, Neb.

Manchester Div. No. 27, Manchester, N. H. E. T. Sherburn, Pres.; C. G. Hastings, Sec.

Evansville Div. No. 28, Evansville, Ind. Jas. Boleman, Pres.; Chas. C. Roesser, Sec.

Monumental Div. No. 29, Baltimore, Md. Jas. A. Brocker, Pres.; Geo. W. Dunn, Sec. Meets 2d Sunday in each month.

Lake Div. No. 30, Town of Lake, Ill. W. C. Hurley, Pres.; W. D. Fitch, Sec., 354 Loomis St.

Joliet Div. No. 31, Joliet, Ill. Patrick Lowery, Pres.; John J. Foster, Sec.

St. Albans Div. No. 32, St. Albans, Vt. D. H. Plaisted, Pres.; James Finn, Sec.

Salamanca Div. No. 33, Salamanca, N. Y. O. H. Wheeler, Pres.; J. W. Mulcahy, Sec.

Rafferty Div. No. 34, Winnipeg, Man.

- Denison Div. No. 35, Denison, Texas.** John C. McCullough, Pres.; Geo. W. Bartholomew, Sec.
- Ogden Div. No. 36, Ogden, Utah.** D. A. Budge, Pres.; James M. Wagner, Sec.
- Philadelphia Div. No. 37, Philadelphia, Penn.** E. M. Carter, Pres.; B. F. Donecker, Sec. Meets 3d Sunday in each month, in Donaldson's hall, cor. Broad and Filbert st.
- Burlington Div. No. 38, Burlington, Ia.** J. H. McPartland, Pres.; Ira C. Wright, Sec.
- Green Island Div. No. 39, Green Island, N. Y.** Egbert Daw, Pres.; Wm. E. Palmer, Sec.
- Echo Div. No. 40, Echo City, Utah.** Wm. H. Fay, Pres.; J. H. Rhins, Sec.
- Derry Div. No. 41, Derry, Pa.** Manissa Sweeney, Pres.; Daniel Williams, Sec.
- Michigan City Div. No. 42, Michigan City, Ind.** Andrew Montague, Pres.; W. T. Carter, Sec.
- Salida Div. No. 43, Salida, Col.** M. Killeen, Pres.; John Galvin, Sec.
- Jersey City Div. No. 44, Jersey City, N. J.** Jno. Gordon, Pres.; Thos. S. Mitchell, Sec.
- Massachusetts Div. No. 45 Boston, Mass.** Mathew H. Cross, Pres.; S. F. Hinklev, Sec.
- Albany Div. No. 46, Albany, N. Y.** Isaac N. Cooley, Pres.; Chas. B. Dillon, Sec.
- Atchison Div. No. 47, Atchison, Kan.** Wm. C. Rogers, Pres.; Samuel P. Ernul, Sec.
- Decatur Div. No. 48, Decatur, Ill.** John W. Rohan, Pres.; D. E. Baldwin, Sec.
- Gate City Div. No. 49, Atlanta, Ga.** Fred Cook, Pres.; E. S. Fairbanks, Sec. Meets 2d Sunday in each month in Ga., R. R. office.
- Nashville Div. No. 50, Nashville, Tenn.** John R. Hanley, Pres.; C. S. Evans, Sec.
- Three States Div. No. 51, Cairo, Ill.** E. P. Beerbower, Pres.; Geo. A. Hilburn, Sec.
- Connellsville Div. No. 52, Connellsville, Pa.** W. H. Thomas, Pres.; A. L. Davies, Sec.
- Altoona Div. No. 53, Altoona, Pa.** Geo. N. Anderson, Pres.; Taylor Grant, Sec.
- Brainard Div. No. 54, Brainard, Minn.** Benj. S. Mallory, Pres.; P. Murphy, Sec.
- Columbus Div. No. 55, Columbus, Ohio.** Jacob Henry, Pres.; Luke Murphy, Sec.
- Fernandina Div. No. 56, Fernandina, Fla.** Wm. H. Simpson, Pres.; T. L. Stewart, Sec.
- Emporia Div. No. 57, Emporia, Kan.** Wallace A. Stiles, Pres.; H. B. Morse, Sec.
- Texarkana Div. No. 58, Texarkana, Ark.** John Carmichael, Pres.; Geo. J. Boyle, Sec.
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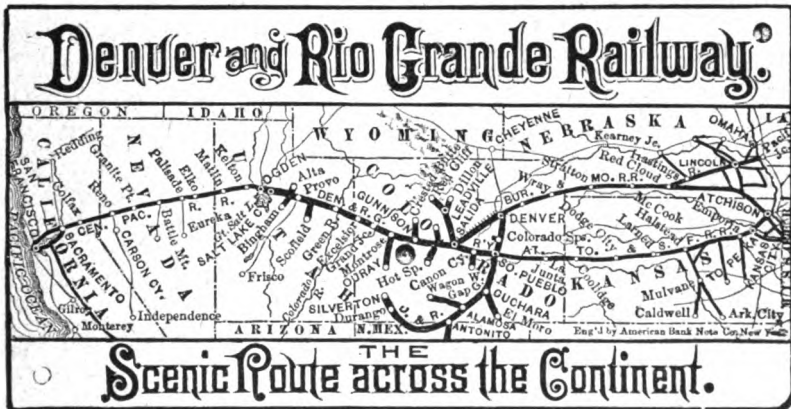
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1



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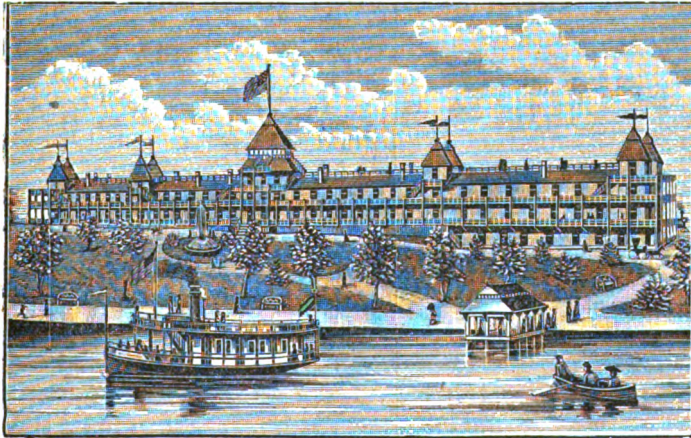
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ST. PAUL,
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Guarantees its patrons that sense of personal security afforded by a solid, thoroughly illustrated road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air-brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches. Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

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3-7

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Among a few of the many points of superiority enjoyed by the patrons of this road are its *Day Coaches*, which are the finest that human art and ingenuity can create. Its *Palatial Sleeping Cars*, which are models of comfort and elegance; its *Palace Drawing-Room Cars*, which are unsurpassed by any; and its widely celebrated *Northwestern Dining Cars*, the like of which are not run by any other road. In short, it is asserted that *it is the best equipped road in the world.*

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It owns and controls over 5,000 miles of road, and has over 400 passenger conductors caring for its millions of patrons. Ask your nearest agent for tickets via this route, and **Take None Other.** All the leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by poorly equipped roads.

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Only Association devoted exclusively to Accidental Insurance among Pass. and Freight Conductors.

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No. 4 Iron Block. Indianapolis, Ind.
W. K. BELLIS, Sec'y.

Dear Sir: Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is
2. Age.....
3. Address.....
County
4. State whether you have a through or accommodation run.
5. Give name of railroad.
6. If extra conductor, state so.

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to
Name in full

Residence.....
Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....
Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$42.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$61.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$16.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash I., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and payments may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

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CHICAGO & ALTON
R.R.

Palace Dining Cars
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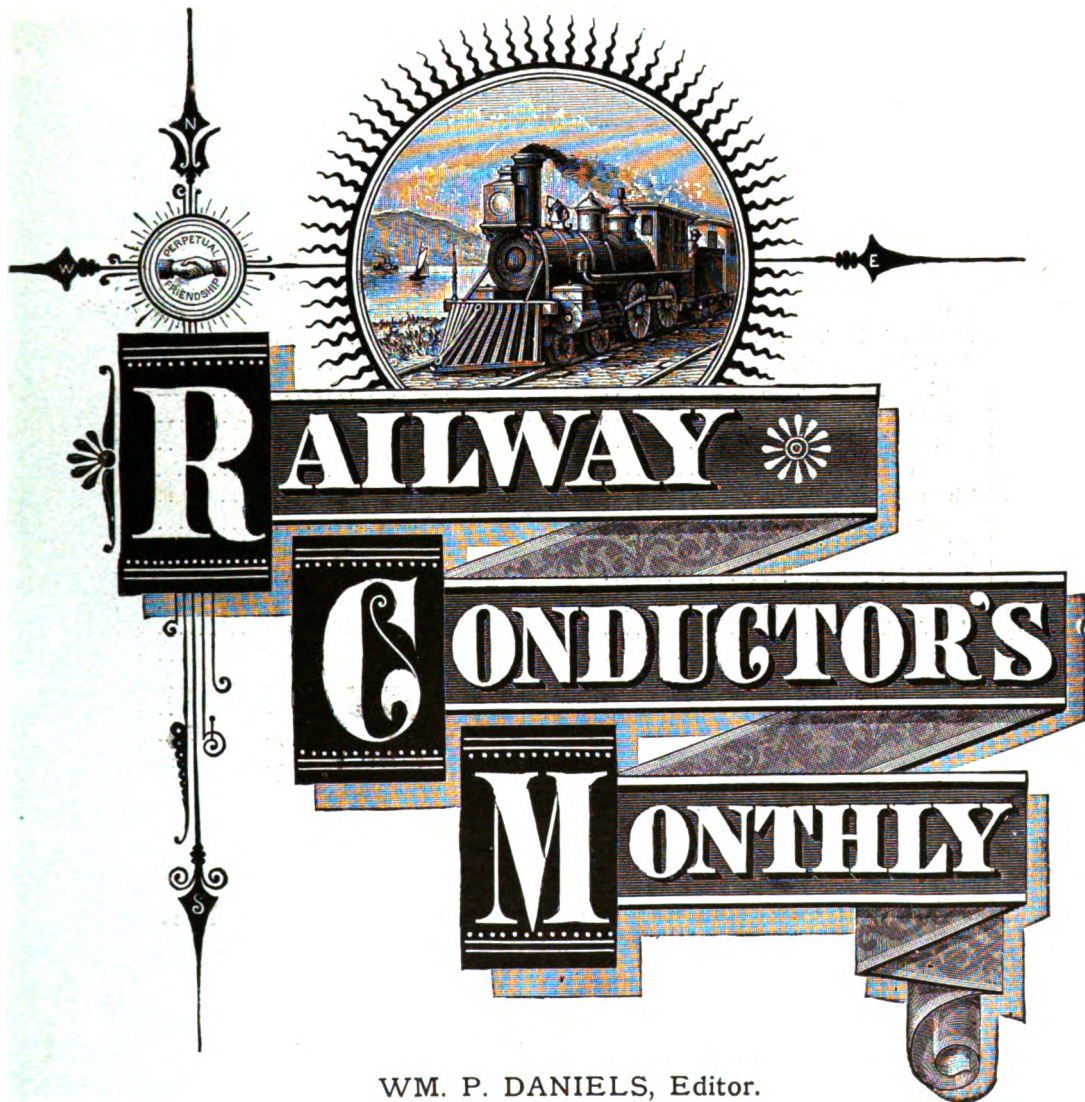
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AUGUST, 1886.

Number 8.



WM. P. DANIELS, Editor.

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Associate Editors.



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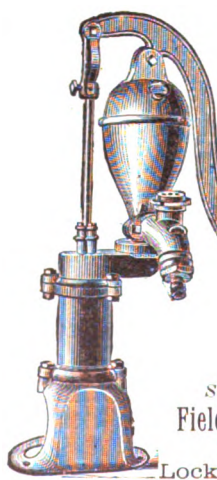
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RAILWAY CONDUCTORS' MONTHLY.

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THE RAILWAY CONDUCTORS'

—MONTHLY.—

Volume III.

CHICAGO, ILL., AUGUST 1, 1886.

No. 8.

For the MONTHLY.

THE SIGNS OF THE TIMES.

It is beating all creation
How this glorious Yankee Nation,
With so much intimidation,
Seemeth prone to go astray,
For a little false, vain glory,
One hears the oft' told story,
How the streets are red and gory,
In our free America.

Why this terrible taxation,
Why this labor demonstration,
Why such gross intimidation
That is seen on every hand;
Still unchanged the situation,
For in every occupation,
The echo resounds, it leads creation,
This great trouble in the land.

And I often pause and wonder,
If there be not some sad blunder,
If the current running under,
May not rise perchance so strong,
That the lawless population,
From out earth's degradation,
With such bold anticipation,
Change the river from right to wrong.

Then I read this country's history,
And it seems not such a mystery,
No, not very much a mystery,
That a few misguided men,
With such corrupted incarnation
Among this world wide aggregation,
With so little meditation
Find they're going wrong again.

Some grow weary in their yearning,
For the fire keeps daily burning
And the road seems never turning
That leadeth one to the end.

For the Fairies, nor the Witches
Find in crevice, or in niches,
Their baskets full of riches
On which they can depend.

Many a hamlet boats its "Tabor,"
But alas his next door neighbor
May forever have to labor
To keep the wolf away.
And but one kind thought endearing,
Even now and then, appearing,
Sometimes it's sad, sometimes it's cheering,
Hoping to see a brighter day.

And all mankind sits idly dreaming,
One upon the other leaning,
While with tears sad eyes are streaming,
Only waiting what can be done.
We look around us on every hand
Think of the giants of this free land,
Yet no Moses here to give the command,
And the answer comes, "*Nary a one.*"

Would you strike, yes strike forever,
Strike for right, for wrong, ah never,
Strike, and all join hands together
And no one be dismayed
That in this free, and glorious Nation
Every one thrive by his occupation,
Free to pursue his avocation
And every law be strictly obeyed.

Foreign born of every nation
High, or low, whatever station,
Our hands go out in approbation
With welcome in every good cause.
But we warn you now and ever,
The hands of Justice you must not sever,
Our Magna Charta is the lever
And you must obey our laws.

Loyal men this country needs them,
 Reaches forth its flag to lead them,
 So oft baptized in the cloud of freedom
 Protects the loyal, and the true;
 But if some their tills cherish
 Blame not us if you should perish,
 For we claim the right to cherish
 Our own laws, and so *must* you.

No tittle, or wealth, discrimination
 Nay, no arrogant vituperation,
 No red flag intimidation
 In this land must ever be.
 Then think not strange we treat you coldly
 Or even blame, and never extol thee,
 Then take your flag, and march back boldly
 To your native country, across the sea.
 E. H. BELKNAP.

THE BATTLE OF FRANKLIN.

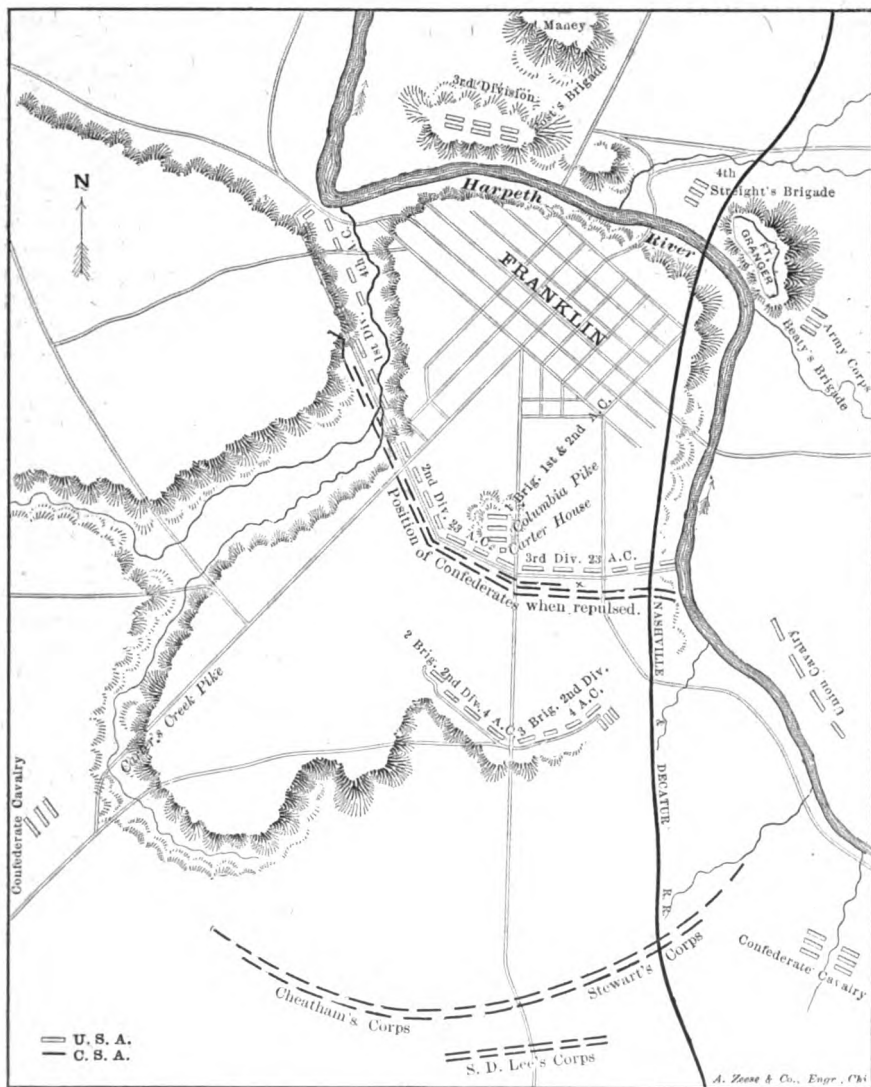
I have read the article in the June MONTHLY, on the Stolen Locomotive, and having often conversed with one of the party, wish to say to your readers that you relate it about as Knight told it to me. It has been almost twenty years since I saw him, many things have been forgotten, but he did say that Brown was the only engineer in the party, and he not a very good one, and also that every one of the party looked on Pittenger as dead weight; he was emphatic in this. My recollection is that he said they got the track tools from the old man that tended the water tank a few miles north of Big Shanty (between there and Ackworth); he did not say how the tools came to be at the tank, but they did use the story of the train being a special with powder for Beauregard's army at Corinth, Miss. Knight said they broke jail at Atlanta and some of them escaped. He said a citizen attempted to stop one of them when the citizen was killed by being struck on the head by a stone, crushing the skull. There were some weak kneed ones in the party, or the expedition would have been more of a success. He said Campbell and Mathews were the bravest men he ever knew, but Pittenger caused more trouble than all else combined. Knight was a very quiet man, loth to talk of himself, about my height and as I remember him, dark eyes and hair, and rather dark skinned, and a real pleasant man to be with, and I being the only one who had served in the army that was on that Division of the road (C. I. St. L. & C. between Logansport and Richmond, Ind.) he would talk to me more freely than to others, but would never speak of himself if he could avoid it. He was only there about a month; I don't know where he went after leaving Logansport.

I send you a very graphic sketch of the battle of Franklin, Tenn., told by a Confederate soldier, and it is wonderfully correct in most things, but our army was entrenched when Hood's army came in sight, and from what he says he was in Stewart's corps or on our left, to the left of the Franklin Columbia Pike. I send you a rough sketch of the position of Schofield's army as I understand it. If you think this is not too sad a picture please publish it. Coming from a Confederate soldier I don't think it will offend any of our Southern brothers. I have had many pleasant chats with them and find they are as free to talk as the Northern boys are of their campaigns.

I forgot to say that from the battle sketch I judge the position the Confederate soldier was in, was near the X opposite the 3d Division, 23d A. C. My old brigade was the 3d Brigade, 2d Division, 4th A. C., shown in the advanced position to the left of the Columbia Pike, (our left) commanded by Col. Conrad, of the 15th Missouri. The brigade consisted of our old regiment 42d Ill. and the 51st, 79th Ill., 15th Mo., 64th and 65th Ohio, and one other regiment I forget the number and State; the other brigade to the right of the pike, Col. Lane's, of Indiana. The 1st Brigade was Col. Opdyck's, and was in reserve at the Carter House where the breastworks cross the pike. The Carter family lived in the house, the father and two daughters were in the cellar during the battle, a son was a

Lieutenant in the Confederate army. The battle began near 4 o'clock P. M. and lasted until about 10 o'clock P. M.

Conrad and Lane had orders to **fall back** inside our lines as soon as Hood advanced, and join the other Brigade 1st—in reserve, but Wagner, who commanded the Division—to



the dismay of all—did not do so until the Confeds were almost on us. They then followed us over our own works at the pike, where there was a fearful struggle; the Confeds were forced to yield and with fearful loss, Hood's idea being to catch Schofield in cross. ing the Harpeth River.

Franklin lies on the south bank of the Harpeth river, which partly incloses it by a deep curve or bend. The northern bank is the highest. Ft. Granger was built some time before, more than a year; it is about 1,000 yards from where the Carter's creek pike and the Columbia pike intersect at the village, to where the Union breastworks crossed the Columbia pike. This will give you an idea of the various distances on the map. That part of the line at the Carter House was the key to the field. Hood came during the night from Columbia and Springfield. At the latter place our old brigade—the Third—and in fact all three brigades of the Second Division, Fourth Army Corps, were engaged in a severe combat at Spring Hill (the day before Franklin), where Cheatham's Confederate Corps was severely handled and at last repulsed; our regiment lost a color at Spring Hill, and Geo. Weir, of our company (color sergeant), who was mortally wounded and held on to the colors, was made a prisoner, and died in Confederate hands. Our brigade was three-quarters of a mile from the rest of the division, but all were greatly assisted by our artillery under Capt. Bridges. One of Cleburne's (Conf.) brigades was engaged with ours, and was "knocked out" late in the afternoon, Nov. 29, 1864. I don't remember whether I told you what troops formed our old brigade at this time. It was the 42d, 51st and 79th Illinois, 15th Missouri, 64th and 65th Ohio, the Division commanded by Gen. Wagner, the 1st Div. by Gen. Nathan Kimball, the 3d Div. by Gen. T. J. Wood, the 23d A. C. was commanded by Gen. J. D. Cox (temporarily), the 2d Div. 23d A. C. was commanded by Gen. Ruger, the 3d Div. by Gen. Reiley (temporarily), in front of Stiles' brigade, 3d Div., 23d A. C., the right of which rested on the pike where a hedge fence was a wonderful protection to Stiles when the assault came; everything that could be had was used to strengthen the Union lines. Gen. D. S. Stanley commanded the 4th A. C. Cleburne's Division was just east of the pike, then Brown and Bate on his left (west) in the order named. Stewart's Corps east of Cleburn, with French Walthall (now in the U. S. Senate) and Loring in the order named. Loring was since in the Egyptian army under the Khedive. A part of Brown's men captured and held a part of our line of breastworks, and our men had to build with rails, etc. a line a few yards in the rear, and here was some fearful fighting. Reiley's division took twenty-two battle flags, Opdyck's brigade ten. The Confederates lost heavily in officers in killed and wounded. Gen. Brown and all four of his brigadiers were killed or wounded. Cleburne and Granbery, of Cleburne's Division, were killed; in Loring's Division were Gens. Adams and Scott; in French's Division Gen. Cockrell, of Missouri (now in U. S. Senate) was wounded; in Walthall's was Gen. Quarles; and in Johnson's Division Maignault was killed. Johnson was under S. D. Lee on reserve, and Col. Staffer of Brown's Division was killed, and many colonels and lower officers were killed and wounded. Hood acknowledges a loss of 5,600, of which 700 were prisoners, and that no division of his army lost less than 800, except Bates' and Cleburn's, Brown's and Loring's much more heavily. On our side the loss was 2326, of which more than 1000 was from the 2d and 3d brigades of the 4th A. C., who were so unnecessarily compromised at the front.

Schofield retreated across the river at night to Nashville. An incident of the battle was that young Carter, a staff officer, was found mortally wounded (the morning after the fight) by an old man and two daughters, father and two sisters of the wounded man; he lay on the outside of the parapet and in his own dooryard. The smoke of the battle hung low over the field, and it is thought caused the Confederates to think they were successful on some parts of the field, causing them to make renewed efforts on other parts of their own lines to break our lines. Franklin was without doubt the most desperate battle of the whole war.

The map is from the history of the campaign by Gen. J. D. Cox with some few slight additions by myself. The story I send is as follows:

The dark, pine-clad highlands behind us resounded with the noise of falling water

and the mournful sighing of the swaying pines. We sat silently looking at the fire, here dying down, there suddenly glowing into heat, as if it were alive and swayed by a gust of passion. The fire and the day recalled memories of the war.

"Thomas," I said, "to-day is Decoration day. Throughout the North the graves of the men who fell in the defense of the Union have been strewn with flowers. The memories of the war are being recalled around thousands of hearthstones to-night. You never speak of the war. Break your rule to-night and tell me a battle story."

Thomas looked at me inquiringly for an instant and then said, sadly: "I do not like to talk of the war. My father and brothers were killed in battle, our home was burned, our slaves freed, our lands made valueless. My friends and comrades were shot dead by the score. Other scores, weakened by starvation and hard work, and thinly clad, died. The memories of the war are exceedingly painful to me. But," he added, as he shrugged his shoulders to my entreaty not to talk, "pile some wood on the fire while I cut a couple of pipefuls of tobacco, and then I will tell you of the fiercest battle I was in."

I piled logs high on the fire. We lit our pipes in the glowing coals, then, wrapped in our blankets, we sat on the ground and I listened attentively to my rebel friend.

"I belonged to Joe Johnston's army," said Thomas; "we had ceased to talk of our victory at Kenesaw. The daily fighting during the long retreat before Sherman had been almost forgotten. Our lost opportunity on Peach Tree creek—lost by the removal of Johnston—had ceased to trouble us. The loss of Atlanta and thousands of our comrades who fell in the battles around that town was still fresh in our memories. And fresher still was the recollection of the bloody assault on the two redoubts near Allatoona that were held by a couple of thousand Yankees. We had lost Johnston, in whom we had unbounded confidence. Hood, whom we did not consider a safe soldier, was in command. We feared that some of the belief as to the fighting capacity of Northern men held by the slaveholders before the war lingered in his mind. We privates had promptly discovered that the Yankees were as efficient fighters as we for two days, and our superiors if the battle lasted three, four or five days. We had a saying which was founded on fact. It was: 'Yankees must be whipped in two days, or they cannot be beaten at all.'"

"We marched north, south, east, west, in any direction Hood saw fit to lead us, and Sherman trailed after us. At Gaylesburg he tired of the pleasures of the chase, and abandoned us. We camped for a few days, then crossed the Tennessee river a few miles above Florence, and marched rapidly toward Columbia. Here we had our first hard fighting in forcing the passage of Duck river. We pushed the Federals from the river, and then made a furious march, fighting as we went, so as to intercept the retreat of Schofield's army. We outmarched them, and slept near Spring Hill. When we bivouacked we knew that we had Schofield in a trap, and that he was ours."

Thomas ceased talking. He looked gloomily into the fire for an instant, and then said, regretfully:

"Yes, we outmarched Schofield, and then we slept, and while we slept Schofield marched by—marched within a half a mile of our camp fires. I have never seen more intense rage and profound disgust than was expressed by the weary, footsore, battle-torn Confederate soldiers when they discovered that their officers had allowed their prey to escape. Sullenly we fell into column and resumed the chase. We pushed Schofield closely. He struck the Harpeth river at Franklin, where the stream makes a right angle. We were so close to Schofield that he didn't dare to attempt to cross the river for fear of losing, not only his trains, but his army. The Yankees formed a battle line across the neck of land formed by the winding river. Their flanks rested on the water. Their center was on a low hill, where a couple of batteries stood in action. We were on the ground early in the morning. The Yankees had just begun to break earth for an entrenchment.

We could see their entire line and judge correctly of their numbers. We outnumbered them over two to one. The Confederates, though tired and hungry, were keen to be led to the assault. We one and all, prepared to fight at once rather than to wait for an hour or two and be fed. After our bloody experience at Allatoona we dreaded to attack earthworks manned by veteran Yankee infantry. Now we had Schofield's army cooped. They could not retreat. The river was behind them. We knew that if we attacked at once we could kill them, or capture them, or drive them into the river. But we also knew that if Hood allowed them to throw up an earthwork, it mattered not how slight, that they would most tenaciously hold that defense. They were desperate men. Their only chance was to fight, and fight, and still fight. In the open we could have crushed them in an hour. Once covered we knew that they could not be crushed, and we privates, who had fought these men for three years, knew they would fight to the last man, almost, once they were warmed to their work.

"As we stood in column waiting for our orders, I saw the corps and division commanders crowd around Hood, who had ridden onto the field. I dropped out of the ranks and drew near to the group. They were inspecting the Yankee line. I heard Cleburne, a proved and fearless fighter, urge Hood to order the assault at once. I heard other general officers advise him not to waste time, not to allow the Yankees time to cover themselves. Hood refused to order the assault, saying the troops were tired and hungry, and needed food and rest, and he added, contemptuously: 'In ten minutes we can drive the Yankees out of any works they can't throw up in two hours. They cannot hold that line.' Cleburne shook his head negatively at this, but Hood was firm. When I saw Cleburne, who was ever keen for battle shake his head, I was discouraged. If Cleburne dreads the works, it must be hopeless, I thought.

"The men were ordered to cook breakfast and obeyed sullenly. The Yankee earthworks steadily grew as we looked on. Two hours passed and they were finished, and the Yankee infantry sank out of sight behind them. Then came marching and counter-marching on our part. It was 4 o'clock before our dispositions for the assault were made. From the position I was in I could plainly see the Yankee line. It seemed to be deserted. Now and then the head of a man would appear above the works, or an artilleryman would crouch behind a gun and gaze in our direction. We were formed for the assault. The plan was to launch several columns against the line and endeavor to break it at different points, while the real attack would be made on the little hill where the two batteries stood. Our artillery went into action. Some dismounted artillerymen were formed behind us. These were to follow us closely, and when we had captured the Yankee guns they were to turn them and pulverize the flying Yankees. It was a good idea, and the artillerymen laughed gleefully at the picture they conjured. It was well they had their laugh first.

"All was ready, we arose, and dashed forward. Out of the ground rose the Yankee pickets and firing once, they ran for their earthwork. As we screamed out the charging yell the Yankee troops rose up from behind their works and their rifles fell into a horizontal line, the Federal artillerists sprang to their guns, we instinctively pulled our hat brims down as though to protect our faces, and dashed into the open. Instantly we were met by a storm of bullets and canister that caused us to stagger as our dead and wounded comrades fell against us. We wavered badly, then gathered ourselves and pushed on, firing as we went.

"The powder smoke hung on the field. Through rifts in it we could see the Federal gunners spring nimbly to and fro from the Napoleon guns. The responsive flash of the guns, as the lanyards were pulled, would be followed by the rip of canister as it flew past and through us, tearing great gaps in our ranks, cracking men's bones as pipstems, and knocking brave men dead with great holes in their bodies. The zip, zip, zip of flying

rifle balls was a mighty and steady hum, as though the empty cylinders of countless threshing machines were revolving at full speed all around us.

"Steadily the veteran Yankee infantry, who had to hold their line of earthworks or take to the water, loaded and fired. Our men fell by hundreds. We staggered on through the storm of bullets and canister for five minutes. We had not reached the Union line. Then we heard exultant shouts to our left and through the drifting smoke caught a glimpse of our battle flags planted on the Federal breastworks on the hill, and as we saw the men clad in gray clamber over the works and disappear, we redoubled our efforts to take the line in front of us. Its fire did not slacken a particle. Its defenders paid no attention to the disaster that had overtaken their center. As we drew closer the parapet, reddened in the smoke and the fire, resembled the fury of hell in its intensity. Then loud above the battle's roar sounded the charging cheer of the Yankee troops, and we knew that the Confederates who had broken the Federal center were being called upon to make good their success by meeting the charge of the Yankee reserves. Could they withstand it? Promptly came the answer. There was a solid crash of musketry from that portion of the line, and in an instant the remnants of the victorious Confederates swarmed out of the captured works and ran for cover. Instantly the earthwork was manned by a double line of blue-coated infantry who shot down the flying Confederates by scores.

"We pressed on. We were so close to the works that some of our men fell into the ditch. And we could see the eyes of the Yankee infantry as they looked over their rifle sights. Their faces were pallid, their jaws set, and their eyes blazed with battle light. I never saw such rapid handling of artillery. It seemed to me that I could hear No. 1 impatiently tap with sponge staff on the blackened muzzles of the brass guns, as he called for canister, and more canister, and still more canister. We were sufficiently near to feel the wind of the guns. I looked back. We had not advanced far. The dead lay in winrows. Wounded men were staggering over the field, and falling in ones, two's and threes, as they came together for aid, between the lines of dead. The men hesitated. They realized that they could not carry the works. Their line officers tried to hold them. They staggered a few feet nearer the Federal line, firing wildly the while, to be scorched by the hot breath of cannon and rifles. They wavered badly, tried to hold on, then broke and ran for cover. We were under fire for about ten minutes, and one-third of our division, Reynolds', was killed or wounded. Stunned, bewildered and horribly disappointed, we gathered in a protected position and were speedily re-formed. We were allowed to rest for awhile.

"Of course the planned simultaneous attack by several columns had failed. Of course they did not get off together. They went in one after the other, and they were all whipped. Again we were formed into charging column. Our officers briefly explained the necessity of carrying the works. We swore to take them or die in the attempt. 'Ah,' said Thomas, 'it is easy to swear to do things when you are not under fire, but hard, exceedingly hard to accomplish them.' We rushed to the assault again, again to be met by a fire, the heat of which warped us out of line." It seemed to me that the air was so full of bullets that I could have caught some by simply grabbing on either side or above me. We advanced close to the works, and again we broke and fled for cover. The Yankees, now thoroughly angry, and merciless, began to shoot at every living object within range of their rifles. Wounded Confederates, who moved a leg or an arm, were instantly selected as targets, and were literally shot to pieces.

"Darkness descended and still the battle-torn Confederates were formed into charging columns and launched against the Yankee works. We advanced, stumbling over our dead and wounded. The latter shrieked as we trod on their mangled limbs. Powder smoke hung over the field in clouds, which reflected the lurid fire that blazed along the Yankee parapets. Eight o'clock, 9 o'clock, 9:30 and we are still fighting,

still dying, still trampling our dead and wounded comrades into the earth. Then we gave it up. We had made five desperate charges. Pat Cleburne's men had made six and he fell dead while leading the last. Every general officer in the army, excepting Hood, was killed or wounded. Our losses had run high up into the thousands. We stacked our arms and lay down. All night our wounded comrades crawled off the field and sought comfort and rest and water among unhurt brothers. Men with one leg trailing on the earth behind them, others with shattered shoulders, or torn entrails, or ghastly flesh wounds, or with smashed jaws, or eyes shot out would crawl, walk or be led into our ranks, where they would sink beside us and murmur: 'I am glad to get home to you. It was hell itself, boys!' And they would sink into sleep or death.

"We were awake early the next morning to discover that the Yankees had crossed the river during the night and were probably well on their way toward Nashville. We were mighty glad they had gone. Hood seemed to be stupefied at the disaster that had befallen us. He allowed his discouraged army to remain in camp by that bloody battle-field. The men, already dispirited and doubtful of his ability as a commander, were permitted to roam at will over the corpse-strewn field. I never before or after saw such a frightful battle ground. Many of the dead were shot to shreds. And I saw scores of men who had been wounded—legs broken probably—who had put their thumbs into their mouths and had chewed them into shreds to keep from crying, coward-like, as they lay exposed to the merciless fire of the Yankees, waiting for death to keep them from voicing their fear. Franklin was the only battle ground I ever saw where the faces of the majority of the dead expressed supreme fear and horror. Dead men's faces were drawn awry. Their eyes were wide open and fear-staring. Their very attitude as they lay prone on the ground with extended, earth-clutching fingers, and with their faces practically buried in the soil, told the tale of mental agony they had endured before death released them. And then, the chewed thumbs, showing the direful necessity they had to brace themselves to receive death, was inexpressibly affecting.

"The repeated disasters we had encountered under Hood had dampened our ardor. The unwise rambling of our men over the battle-field of Franklin broke their spirit. We would not fight at Nashville; we lost that field because the specter of Franklin, livid, with distorted features, with blood-streaming wounds, with ghastly, horror-stricken eyes, chewing and crunching its thumb, stalked among us. It was in the columns as we marched. It rode astride of the Napoleon guns. It sat by our camp fires. It stood in the trenches at Nashville. It lay in the rifle pits 'o nights."

Thomas ceased talking, and looked intently and sorrowfully into the fire, as though he were searching for the faces of comrades he had lost. I did not intrude on his grief, but quietly rolled myself in my blankets and lay down, not to sleep, but to think of the horrors of the war and of the bloody fields in Virginia, on which I had worked at a cannon's muzzle.

NEW YORK, May 25.

FRANK WILKESON.

AN UNFORTUNATE "MAKE UP."

BUCKSVILLE, PA., Jan. 10.—The *Village Item* last week contained these two items, one following the other, in the local notes:

"The citizens of Marbleton are mourning the loss of 20 valuable dogs, poisoned by some miscreant."

"Butcher Segar, of Marbleton, announces that he has just made up a large batch of fine, large sausages."

The item was inserted with no intention of perpetrating a joke, even by insinuation. Editor Rorke hadn't even noticed the peculiar combination that might be made with them. The first intimation that he had that his paper had created a sensation was when Butcher Segar came up his office steps three at a time, and, bursting into the office, knocked Editor Rorke off the stool he was sitting on, and then swept the waste paper around like flying snowflakes with his helpless body. The butcher was torn loose from the astounded and broken-up editor by the compositor and the devil.

"Now, maybe, by gracious, you brindts me again dose sosage vos a bizent tog maidt up, already!" he yelled. "Maybe you vos teenk now dot I vos von sosage machines myselluf, proke on der rampaitch oudt! Maybe I don't vas vairce as a bizent tog myselluf, by chimminy! Huh?"

The compositor and the devil led the irate butcher down stairs. Editor Rorke repaired his damages as well as he could. Then he looked over the columns of his paper, to find out what he was indebted to for one enlarged head and a disfigured suit of clothes. He found out. He saw that some of the boys had interpreted the news from Marbleton for the butcher, who was a Dutchman who never stood any nonsense. They didn't stop Editor Rorke from going out and having Segar arrested, all the same, and the butcher had to pay him \$50 for his little pastime in the editor's sanctum.—*Ex.*

OUT OF SEASON.

One of the brightest answers the Clover club, of Philadelphia, ever received to its invitation was from the pen of Thomas Nast. He was asked to revel in clover in January. In response he sent a picture of himself, muffled to the ears, and sitting on a snow bank, with the thermometer at Morristown, N. J.—his home—registering zero. In front of him was a rabbit suspiciously eyeing a figure four trap, baited with a four-leaf clover. The upper part of the trap consisted of the club's invitation card, weighted by a hat with a brick in it. Nast has his finger at one side of his nose, and was saying: "Clover this time of year? No, thanks!"—*Exchange.*

HE WAS THERE.

Romeyn, a Montclair, N. J., boy aged five, converses with his friend of equally mature years, as follows:

Romeyn—My pa is going to get me a goat.

Fairchild—I've got twenty goats.

R.—Where are they?

F.—Oh, they're down in New York in pa's office.

R.—Why don't they bring them here?

F.—They're sick.

A pause. Finally Romeyn speaks:

"I saw Anthony's nose last summer."

Fairchild—I saw Anthony himself.

R.—Anthony's nose is a rock, and it broke off and fell into the water.

F.—I saw it fall.

Romeyn's mother, an interested listener, at this point deemed it expedient to interpose with a moral lesson. "Why, Fairchild," said she, "did you never hear of Ananias and Sapphira?"

F.—I knew them both.

R.'s mother—You know, Fairchild, they were struck dead for telling lies.

F.—Yes, I saw them struck.

R.'s mother—Fairchild, do you know where they went! (Very impressively)—They went to hell.

F.—I know it. I saw them go.—*New York Herald.*

SAM LEE ON ROLLERS.

Things have been decidedly dull at the National skating-rink the past few weeks, and the lovers of the exercise who have little to do have suffered a severe attack of ennui.

On Wednesday an idea struck one of them, and after relating it to the other regulars, he proceeded to put it in force.

Sam Lee, the moon-eyed Mongolian who keeps a button-hole mangling emporium up town, was selected as the instrument to furnish an afternoon's amusement. They all agreed that Sam would look well on skates, and were unanimously of the opinion that the skates would look amusing on Sam.

They went around to his establishment yesterday afternoon and persuaded Sam to visit the rink. He watched the skaters glide around the room, and the boys smiled as Sam's eyes became dilated in admiration of the graceful sport. When one of them asked him whether he wouldn't like to put on the skates, he replied in his innocent manner:

"Me can sklatee allee same Melican boy," and when he saw one of the skaters turn a double somersault he smiled until the corners of his mouth ran into his ears, and remarked:

"Me standee on top side like Melican boy."

Then the boys strapped the skates to Sam's wooden shoes and stood him up, with instructions to strike out with right foot first. "Allee lightee. Me knowee," said Sam, and he struck out as directed. The left foot hadn't evidently been notified of the time the procession was to move, and failed to fall into line. The result was that Sam opened out like a pair of scissors looking for a job, and then suddenly sat down on his pig-tail.

Nothing daunted, he tried to regain his feet, but was unable to do so without assistance. The getter-up of the entertainment was rolling over on the floor behind the partition convulsed with laughter, but the rest of the boys kept straight faces, and as they stood Sam up the second time, one of them told him to spread himself this time.

"Me spleadee myself verree muchee," he replied, as he steadied himself and surveyed the floor, evidently looking for a soft spot on which to sit down next time.

Two of the boys then took hold of him, one at each arm, and after giving him a lot of instructions which he did not understand, they started

off around the rink with Sam between them. After going twice around they suddenly let go, and shot away from him in opposite directions. For a short distance he maintained his equilibrium, but his oral countenance wore a far-away, sad, and tired expression. Suddenly both feet left him and shot up into the place where his head ought to be. When his back hit the floor he grunted and jumped fully five feet into the air, clawed at nothing, and then suddenly sat down on the end of his blouse.

He lay there motionless for a few seconds, and then motioned to one of the boys to remove the skates. He was so delighted with the experience that he could not find words to express his thanks to the boys for their kindness, and without uttering a word he shot out of the door and up the street, with his clothes looking like a windy washday.

When the boys called on him at his emporium last evening Sam was rubbing his bruised joints with liniment, and when they asked him how he liked roller-skating, he replied:

"Me spleadee myself; one more tly at lollee-sklatee and me spleadee myself in the semmeytelly."

The boys are now contemplating a ride on a bicycle for Sam, after which they propose initiating him into the mysteries of the great American game of base-ball.—*Shenandoah (Pa.) Herald.*

ANTIQUITY OF MASONRY.

For the MONTHLY.

There is no subject within the range of human thought that has so engaged the attention of the learned of all ages as Masonry. Investigations into its real existence have been veiled in mystery. Discoveries of its pre-existence have (until recently) failed to supply that want in the mind that is unsatisfied with theories and uncertainties. Arguments in favor of its reality are listened to with marked attention, and cherished by the Masonic student as something worthy to be treasured up. Science and history are studied to establish its merits. Words spoken bearing upon the fallacy of the argument as to the pre-existence of Masonry, are caught up by its enemies, and with that self-reliance characteristic of the enthusiast, equaled only by that self-confidence which robs the fruitful mind of those priceless gems of thought, of which the proudest kings of earth may still be proud, and itself illustrative of extreme degradation, and which figures largely in every scheme of mythology that burrowed through traditional channels from divine revelation as a meet representative of man's greatest enemy, the evil one. These words are idle words. Slow and unwearied are the steps of truth—its course is onward and upward. Nations once known to exist, may become extinct. Empires may crumble to dust. The ruthless hand of Time may speed on and perform its mission of destruction for untold ages, until no traces of former greatness remain to greet the weary traveler, or enrich the mind of the student. Truth will arise from the ruins of the past, to unveil those mysteries, to enrich the mind and expand the soul.

Thus it is (like truth) Masonry has awakened from the sleep of ages, and shaken off the dust of crumbling empires; the impenetrable veil is rolled back, and the genial sun of truth has arisen to shed its light over the world.

Ignorance and superstition have given place to Christianity, and civilization is revolutionizing the world. The recent discoveries at Jerusalem, under the auspices of the British Museum of Arts, establishes beyond a question the pre-existence of our order. They have found nearly the entire foundation wall of the former temple, and the examination "of those walls," confirms that text in Scripture which says, "No axe, hammer or any tool of iron was used in its construction." They have also found the Masonic room in the Temple designated by the discovery in this room of columns and pilasters; later still they have discovered the two great pillars with the elements of the sciences engraved thereon. From the engraving on these pillars, it is supposed they are the identical pillars erected by Enoch under divine sanction. Thus by recent discoveries we come into possession of evidence long sought for by the Masonic student, the historic as well as the self-evident fact of the pre-existence of our order.

This evidence is made the more plain to us, in the classic remains of the antique world in which are registered the intellectual status and physical condition of the various groups of the human race. And although the origin of Free Masonry lies far back in the obscure depths of antiquity, we can trace it to that elder Egypt which contributed powerfully to the influence of our order and gave in gigantic characters, and according to the rules of the craft, the impress of its times to posterity. It was from this Egypt that one favored by our Omnipotent Master wandered forth to become illustrious among the nations, so that the greatness of the inspired law-giver and mighty legislator, Moses, should not pass unrecorded. The piety of King Solomon called into requisition the capability of Hiram, the capability of one being evidenced by the construction of the first great Temple, and the piety of the other proved by dedicating to the Supreme Master of all, the first great work which recorded the rise, progress and condition of his favored people as a nation. What a powerful order was Masonry then; this art of recording the world's history with materials dug from her own bosom, what should we have done without it.

The plain facts of history would have passed away with each generation or have been construed into the burlesque of heathen mythology; and even now if the kindling mind of the West wishes to peer into the reality of the past, it goes forth and feasts itself upon the pure, virgin, unalloyed facts as these recorded, unbiased by partial historian, ungarbled by imperfect translation, but standing forth in all its primitive truth and candor, speaking one universal tongue to all. Thus the sphinxes and pyramids of Egypt inform us of the slavery and superstition of a group of our species, when the multitude possessed little more knowledge of the truth than the mean creation they worshiped, while the grandeur and regularity of their palaces and temples speak of a people far advanced in the industrial refinements of life. Thus the ancient ruins inform us with more accuracy than ancient authors. From the remains of operative Masonry, we learn that the Egyptian mind was sombre and superstitious. Their theology, dark and mysterious, partook of the gloomy character of their lives. Everything connected with them was deep, grand, vast and powerful. Their early records show nothing like lyrical poetry, the solitary pastoral landscape, the verdant dales, the blooming woodland scenery, with its mossy banks and rippling streams which gave rise to the lyrical poetry of the West, was to them unknown, while the

grand and solemn nature of their scenery as depicted in the sandy desert heights; the mighty Nile, the immense sweep of the cloudless sky, all stamped upon their character and art a mysterious sublimity, while the impenetrable vastness and silence of its unexplored sandy waste urged their primitive minds to the solemn grandeur we behold in their palaces and temples. Pass on from them to the race by whom they were conquered, the Persians. In the ancient ruins of Persia, we read of a people who conquered and were conquered. Look at the descendants of those conquerors. We can no more read their pedigree in them than we can that of an Arab steed in a roadside hack, but in their remains of operative Masonry, every stone is a page, every group of ruins is a volume that informs you with as much truth and accuracy as the first hour the craftsman placed them.

Pass on to the Greek, the brave, the free, the accomplished Greek. His mind was a type of his person; all that was great and beautiful. Greece elevated Masonry to the height of Attic art, with a simplicity, elegance and chasteness which reveled in all that was beautiful. Her manner of embodying the ideal seemed to endow stone with life. It was at this time that the chisel was wielded with such magical effect as to produce the Corinthian, Doric and Ionic orders, those orders of architecture which first gave form and substance to the poetry of the mind, and are destined by their purity to continue to the last period of recorded time. And it was here also, that the genius of Latins and Phidias, fostered by the tastes of Pericles gave such a practical development of the fundamental rules of art, as to defy all attempts at innovation, so much so that the profanity of Roman conquests only impeded, instead of terminating its career.

The Roman possessed little Masonic knowledge. He could slay and destroy; he waded through the blood of those who were not base enough passively to submit, yet not strong enough successfully to resist.

To rob refinement of the fruits of her genius, and decorate himself with ornaments which became him as little as those pilfered from some unfortunate traveler hanging on a painted savage who understood neither their value nor use.

It was the barbarous triumph of bone and muscle to enslave genius and destroy her creations. But Greece achieved a noble and bloodless vengeance; wherever she went her manner of improving the real and embodying the ideal created for herself a new world, rendered her coarse, unweildy conqueror ludicrous in his attempt to imitate, compelled him to accept at her hands all that he possessed of pure art in Rome, and finally it was the emigrating genius of Hellenic art that gave the Romans a new order of architecture in Tuscany.

A more glorious, a more Masonic revenge was never yet effected. It was chastising her conqueror by rendering good for evil, and in those dark ages which followed the extinction of Roman supremacy, and which lasted nearly a thousand years, Masonry neither slumbered nor slept. Those savage hordes which had at one time laid waste a large portion of the East and West, now called in the aid of that Masonry whose creations they had destroyed in a spirit of mischievous division. The descendants of Bremsis, Alaric and Mahomet found it was the only means by which they could ennoble themselves and glorify their gods, and the early Christian church in the ninth century when its sway was becoming universal, contributed materially to her influence by receiving at the hands of the craft a new order of architecture in the pointed Gothic style.

It was at this time our order acquired its greatest numerical strength, and it was doubtless under the influence of these magnificent Gothic structures that our emblems became so beautifully figurative. With what rapturous emotions must the Mason have gazed upon the first of those Gothic cathedrals which was the work of his own hands. What could be more fancifully picturesque than those groups of slender columns bearing arches poised one on another; the obscure depths of each recess, the vastness of the dome, the whole grandeur of the regular mass as it presented itself in miniature to the eye of the beholder.

It spoke to him in language symbolical and eloquent, and inspired him with feelings of natural and spontaneous religion. To judge of its effects, let us enter the nave of our cathedrals, look along the groined roof in which the arches are poised, throw our eye along the choir terminated by an immense window, skillfully divided into perpendicular lights by mullions which bear tracery rich, deep and massive, the whole encompassed by spandrels equally admirable in character, while from the north and south transept which the eye can encompass but not penetrate, we receive the idea of vastness, all this rendered the more impressively, being broken up by innumerable groups of columns between which the light of day streams bearing here and there the deep, rich and brilliant tints from the stained glass windows, producing a depth of light and shade so solemnly grand that it kindles all the enthusiasm of our nature, and invokes that veneration which urged the ancient Druids to the romance of cruelty; but the Mason whose hands reared it, to charity, truth and brotherly love. Under such influences as these, Masonry could not lose its vitality, and when it was no longer needed in its operative character, it transformed itself into a splendid moral allegory to win mankind to all that is good and true through the beauty and sublimity of the picturesque. It knows no country, no creed, but those that are universal. Glory to God on high, and peace to man on earth. We feel its home influence; we hear of them afar off; it has lost nothing by the flight of time; it is the same to-day as when God, after completing his labors of creation on the seventh day, consecrated it (the Sabbath) to the solemn purposes of rest and devotion. In its onward progress durability has been added to its basis, and new beauties have been unfolded, the bud of promise has blossomed into a beautiful flower, and though its root waxed old in the earth, and the stalk thereof die even to the ground, yet watered by the dews of heaven, it will bud again and breathe its fragrance around us.

[TO BE CONTINUED.]

The latest invention in the shirt-bosom line is a dozen or more of them made of paper and put up in pads, from which one can be torn when a clean shirt-front is wanted. It strikes us that such a scheme could be worked successfully on the basement of a small boy's trousers.—*Ex.*

It was a little girl at Malden, who, having been naughty, and having received a punishment from her mother, said this prayer fervently when she went to bed that night:

"O God, please make me good; not real good, but just good enough so I won't have to be whipped."

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.

Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAILWAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

"THE BLUE AND THE GRAY."

A song of a pretty maiden's eyes,
Sauciest eyes of blue—
As blue as the distant sapphire skies
When stars are shining through.

A song of two eyes of deepest gray,
Gray as the early morn
Which lies so still in the arms of day
Before the light is born.

A maiden, a blue-eyed Norther lass,
Sweet and simple and fair—

A flow'r that bloomed in a mountain pass
Away from worldly care.

A Southern lad with as brave a heart
As man's breast ever bore,
But cruelly pierced by Cupid's dart!
Could woman ask for more?

Again a meeting of "Blue and Gray"—
No flash of sword or gun,
The blue-eyed lass is a bride to-day:
This "war" the "Gray" has won.

—Exchange.

LOTTIE'S JEALOUSY.

"Marry you? Why, no, Vane, of course I won't! You must have taken leave of your senses. I always told you I intended to wed a man with blue eyes and golden hair, and yours are dark. Besides, you are twenty-seven and a medical student, two things I never could tolerate in the man I honor with my heart and hand." And lovely little Lottie Rexdal laughed a very wicked little laugh as she pushed the end of her red silk parasol into the soft soil under an old apple tree, at the same time glancing saucily up at her companion, a scholarly young man.

"Why do you ask me?" she resumed.

"Because I wanted to be made fun of, to be ridiculed by the little girl I love," replied Vane Winton, smiling sadly at the pert young lady perched on the back of a rustic garden-seat, her brown frizzes falling roguishly into her dancing brown eyes.

"Now that doesn't sound a bit like our own grave Vane, who studies medicine and cultivates an icecream complexion."

"An icecream complexion?" asked Vane Winton, a little mystified.

"Yes; that's Lottie Rexdal's term for students' complexions. You bookworms study away until your faces take on the hue of that sweet compound," answered the roguish girl.

"If you would only be grave for a while I might talk to you," said Vane.

"Yes; you know I'm such a rogue that I should put you to the blush a thousand times a day," chimed in Lottie.

"I am willing to run the risk."

"Ah! but I shall not agree to any such sacrifice. Marry some steady, sensible girl. Alice May will be here in one hour. Be polite, and captivate her. Miss May is so highly cultured and grave that she will surely not be less than sublime in your eyes. I'll tell you——"

But Vane did not stay to hear more. He walked off, leaving gay Lottie Rexdal laughing merrily.

Lottie was the ward of Vane Winton's kind father. She had been orphaned at a very early age. A maiden aunt had then adopted her. When Lottie was but ten, and her education not half completed, her kind relative died. But before that she had sent for Mr. Winton, her girlhood's lover, and made him promise to receive the little orphan girl. The kind man consented; and so Lottie became an inmate of Vane Winton's home.

Vane was the only child of wealthy parents, and at the time when Lottie came to his father's house he was away on the Continent.

When he returned three years afterward he found his "ward-sister," as he had called her in his letters, away at some school for girls. So it happened that Vane and Lottie had never met until six months before. Vane was a fine scholar, but he had never studied any profession. Now, at the age of twenty-seven, realizing perhaps that "it is never too late to mend," he was fitting himself for the ministry.

Vane was trying to study at his home that summer. Sometimes he found it impossible to do so amid the tempest aroused by mischievous Lottie Rexdal. She threw open the unused piano, and made the house ring with her clear, bell-like notes. She filled the library with flowers, tossed up Vane's books, and even scribbled on them. She rode every horse on the place, romped with Prince, the great shaggy dog, tore her dresses, went bareheaded, and turned the wide hall into a skating rink.

She was utterly spoiled by both Mr. and Mrs. Winton. At first Vane had been shocked. But the more he studied her original character, the more he became reconciled to it. Tolerance gave place to admiration, and that, in due time, to love. He had always felt a vague longing to discover a woman in whose character he hoped to find originality and freedom from affectation. If he could only teach Lottie to love him, what a splendid woman she might become!

He would wait patiently and hopefully, he reasoned, as he walked away. Taking a volume from his pocket, he sat down on a bench under an elm, and began to peruse it. Soon a merry laugh caused him to look up, and he saw Lottie riding down the lane on her milk-white Floss. Very bright and piquant she looked in her riding habit as she drew rein beside him.

"Sir Owl, I'm on my way to meet Miss Alice now; and while I'm gone I shall expect you to comb your hair, part it in the middle, put on a clean collar, pin a flower in your buttonhole, and act very æsthetic and dude-like." And, with a merry laugh, she rode away.

For weeks after Alice May's arrival the house was filled with company. Vane devoted himself almost entirely to her, leaving Lottie to amuse herself. At the frequent picnics Alice shone as the chief star of the occasion. She might be gone all day, but returned with her elegant costumes as per-

fect as when she started, while Lottie would lose her parasol and fan, and tear great holes in her dresses, and come home with her face and hands as black as a gipsy's.

When Vane and Alice went riding, Lottie would show off Floss and jump hedges, thus provoking earnest remonstrance from Vane. Then the brown-eyed witch rode faster than ever, sending back gay peals of laughter to the dignified couple whom she left to bring up the rear.

Of late Vane thought he detected a certain recklessness in Lottie's freaks. When going up the mountain, where it was so steep that he dismounted to lead Alice's horse, she galloped on, putting whip to Floss, who rushed up the rocky ascent, tearing up pebble and turf, over wide chasms, and along narrow ledges, where a single misstep would have hurled pony and girl down to instant destruction.

Vane trembled, but to hide his fears he gave Alice his full attention.

One day he went into the library, and found Lottie seated on the window-sill. She was unusually quiet. She had been watching Alice, who, with book in hand, was promenading on the lawn below, under the shady trees.

"She is very beautiful," said Vane, looking toward the graceful figure. "I wonder if she would marry me."

"Vane Winton, haven't you asked her yet?"

"Not yet. Perhaps I shall to-day. Do you think I had better do so?"

"Most certainly." And she ran off singing merrily.

In a short time she was tearing down the road on Floss at breakneck speed.

After she had gone, Vane went out to Alice.

"What ails Lottie?" that lady inquired.

"Lottie? I do not understand."

"As she passed me just a few moments ago to mount her pony, I spoke to her. 'Let me go, Alice May!' she snapped, and I noticed tears in her eyes. And then she rode off so recklessly that I am fearful she will put Floss in a bad temper."

Alice spoke lightly, but Vane's face paled as he walked back to the house, and waited anxiously for Lottie's return.

Presently he caught sight of Floss being led slowly back by a strange man. Then followed a carriage with two men, one of whom held a girlish figure in his arms.

"It took place down on the river road," explained one of the men to Vane. "The girl was riding like the wind, when all at once the pony made a plunge, and the girl landed among the rocks."

Mr. and Mrs. Winton came hurrying out, and the greatest excitement prevailed. They took Lottie into the house, where it was ascertained that one arm was broken, and several ugly cuts and bruises had been received.

When Lottie opened her eyes, Vane was at her side.

"Go away!" she cried.

"Never, darling, for I love you!"

"How can you love me and marry Alice?" she pouted.

"I am not going to marry Alice."

"Why Lottie, can it be that you are jealous?" said Alice, taking her hand. "Vane and I do not want each other."

"I was very jealous," confessed Lottie, "but please don't go away." And he did not. "When you spoke of marrying Alice I did not care what happened to me."

"But you refused me."

"I know it, but only to tease you."

Just as soon as Lottie recovered there was a quiet wedding, and Alice was bridesmaid.

WOMAN IS THE WEAKER VESSEL.

A well-to-do man was Dr. Osgood, parson of the First church. In his time Springfield was a mere village, and Indian Orchard a sheep pasture. The parson owned the main portion of that ward, conducted it as a farm and sheep ranch, and employed John Corey and his wife to run it. The parson drove out there to view his possessions one day, and found old Corey drunk, beating his wife. "Well, well, Mr. Corey," said the parson, "a man whipping his wife!" "Yes." "Mr. Corey, recollect that woman is the weaker vessel." "Well, let her carry less sail then!" Dr. Osgood used to tell this story often, and never omitted a word of old Corey's reply.—*The Argonaut*.

WOOING OF MICHAEL MCCRAY.

By W. W. Fink, of Des Moines, in N. Y. Independent.

Sure Pat, it's the truth
That the happiest youth
Who e'er winked at the mornin' is Michael
McCray.
For I've won the complaiteest,
The shweetest and naiteest
Colleen that's adornin' ould Erin to-day.

I said to her: "Darlint,
The invious starlint
Is tryin' to practice yer music, me dear!
The nightingale's singin'
Sets all the world ringin'
In praise of its beauty. But falx! could he
hear

Ye deliver wan note
From yer quiverin' throat
He'd perish wid milody's shweet epilpsy,
And aiven the raven
Would be after lavin',
For fear wid yer music his soul would grow
tipsy.

Then rippled her laugh'er;
"Och Mike! Are ye daft, or
Is it nothin' ye love but a musical note?
Arrah! Cease from yer sportin'!
Was iver such courtin'?
Do ye think that I carry me heart in me
throat!"

I felt me soul sinkin';
But suddenly thinkin'—
"I know where your heart is, me darlint,"
sez I.
Sez she, "If ye're knowin'
Why can't ye be showin'
Yer knowledge by methods more manly,
me b'y?"

"Me b'y"! Oh! the splndor
Of hearin' the tinder
Ipression! And, claspin' her delicate waist,
I cried: "Me life's treasure
I'll show ye with pleasure;
Yer heart's in the ring of me homage em-
braced!"

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

Note the date on your address, and if your subscription has expired, please renew promptly. Your subscription expires with the month printed on the address label. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

WANTS TO BE EXCUSED.

The *Switchman's Journal* wants to be excused for something, but whether for wilful or ignorant misdemeanors, we are unable to decide, and in either case it is equally undeserving. There is no excuse for the ignorance of the organ of an association that assumes to decide what is right and wrong for others, and to dictate to them as to what their conduct must be, and wilful wrongdoing is not deserving of excuse so long as it is continued. As to excusing the *Journal* from further advertising (?) the MONTHLY, knowing the value of its columns as an advertising medium as we do, the request is granted with the greatest pleasure, and the *Journal* need not send its "rates;" we can very readily estimate them, and when we wish to get our money's worth we will send twenty-five cents to the *Journal* and have it publish a five page ad., and it can keep the change.

The MONTHLY said that the *Journal* selected from our columns without credit, and it told what was true, as any one who has read both will easily see. The *Journal* says: "In our first number we published an interesting story from the pen of Chas. Barnard, entitled 'The Telegraphic Signal.' In the MONTHLY of the *same month* (the italics are not in the *Journal*) we find the story pilfered bodily." Mr. Wooldridge convicts himself of falsehood when he accuses the MONTHLY of stealing the story from his book, by the use of the words "same month;" as he, as well as every one else who knows anything about the matter, knows that the May number of the MONTHLY was issued before the first number of the *Journal* saw the light. Mr. Wooldridge deliberately falsifies to make a case for such of his readers as do not read the MONTHLY, and consequently will take its statement for truth. The gentleman carries the inference in his language, that the story was written for his book. This is false, and another deliberate attempt to deceive those whom he probably thinks will have no opportunity to learn different. The story

appeared in half a dozen or more papers before the issue of the May MONTHLY (though we did not see it until after it was in type for the MONTHLY), and it is furnished by a press association in stereotype plates to all who may pay for it, and did the MONTHLY feel inclined to follow the example of its illustrious neighbor, it might stop right there and allow its readers to think that it bought the plates, but it did not buy them. The piece was sent by a correspondent with a request that it be published, and it was cut so that we could not tell where or in what it was published. The word exchange was added, but inadvertently omitted by the compositor and overlooked by proof-reader, and incidentally we may say that while occasionally proper credit may be omitted, it is the intention of the MONTHLY to be particularly careful in that regard, and it is always willing to make amends for any omission. Can as much be expected of a publication, the first three numbers of which, are composed considerably of matter "pilfered bodily"?

Finally, the MONTHLY proposes to continue its "policy of serving its master," the Order, to the best of its ability, and the members of the Order propose to continue the same policy with reference to their employers, whether the result may be "earning a few more railroad passes," or earning anything else, not because it is "policy," but because it is "principle."

Now we have a few simple facts to present, and then we are done with the *Journal* for all time. Sometime during the latter part of April or first of May, a gentleman called at our office and introduced himself as from the Switchman's Mutual Aid Association, and our recollection is that the gentleman was Mr. Wooldridge, though we are not positive, and it may have been Mr. Downey. During the conversation the demand made by members of the Association that certain switchmen be removed by the C. & N. W. and C., M. and St. P. Railways, was alluded to by the writer, and the visitor unqualifiedly pronounced, both himself personally and the association which he represented, as opposed to such demands and to strikes, and said that the association had nothing to do with the matter in either case. Then occurred the first "Lake Shore" strike, and the officers of the association with one accord, jumped to their feet and yelled "'Tain't me," reminding us of the guilty school boy, who, by his clamorous denials, convicts himself before being accused. Let us see. First we find Mr. Monaghan always on hand at all the conferences and meetings connected with the strike, but always proclaiming that he can do nothing "officially." The strike finally settled, and perhaps the switchmen were "hoodwinked" as they claim, into the belief that the company had agreed to remove the men; if so, they were extremely simple and acted with much less judgment than would be naturally expected from them, and Mr. Newell promptly denied such a report when it became public. When the sixty days had nearly expired, rumors of a second strike were heard, and a newspaper reporter called on the secretary of the association and asked about the rumor: The reply was as follows: "There has been no meeting called to take the matter into consideration. I know that, for if there had been a meeting, *I would have called it.*" And still the association had nothing to do with the strike. June 29 a call was issued for a meeting of Chicago Lodge, No. 1, bearing the following heading:

"Grand Lodge, Office of the Switchmen's Mutual Aid Association of the United States of America, No. 133 LaSalle street, Room 16, Chicago, June 29—At a meeting of the Grand Lodge Officers, it was

Resolved, That we do call a meeting of the members, etc."

This call was signed by Grand Master Monaghan, Vice Grand Master Drury, Grand Secretary and Treasurer Downey, and four members of the Board of Directors; still this eminently truthful association, and its eminently truthful *Journal*, say the association had nothing to do with the strike.

Mr. Wheaton has had nothing whatever to do with the editorial columns of the

MONTHLY since last December. The name on its title page is that of a person who is responsible for the editorial department of the MONTHLY, and who does not wish to shift the burden to Mr. Wheaton or any other person. The animus of Mr. Wooldridge in making a personal attack on Mr. Wheaton is well known to those who attended the Yardmasters' Convention in St. Paul, where Mr. Wheaton convicted Mr. Wooldridge personally of falsehood. The former brought to the notice of members of the Convention the fact that the switchmen in one of the yards of the C. & N. W. had demanded the removal of a yardmaster, and that the company had weakly yielded to the demand. Mr. Wooldridge denied that such a demand had been made, or that a yardmaster had been removed, and Mr. Wheaton procured the necessary data to satisfy all of the facts.

The *Journal* claims to condemn law-breakers, but is utterly unable to learn how or where any switchman has violated law, and says: "The attempt on the part of the MONTHLY to connect the switchmen on the Lake Shore with law-breakers is cowardly and unmanly." If the MONTHLY desired, or deemed it worth its while, it could fill several pages with authenticated cases of violation of law by switchmen who were formerly employed by the Lake Shore, but will simply refer its readers to the daily papers during both strikes, and call attention to the fact that one Collins, a prominent personage in both strikes, and next to Stahl, the leader of the first one, and a member of the "committee," is at this writing, serving out a thirty days' sentence in prison, while Wm. Fritch, a member of the "committee" during the last strike, and a number of other switchmen are under bonds to appear for trial, while the writer has been credibly informed of instances which did not appear in the papers. If the switchmen had waited for the MONTHLY to "connect" them with law-breaking, they would be still "unconnected."

WHAT WOULD YOU SAY?

The *Elmira Gazette* in an editorial which we reproduce elsewhere, on the Chicago strike, says, "The refusal to work with non-union men may be a necessity for self-protection." We agree with the *Gazette* in its opinion expressed by the article as a whole, but wish to suppose a case. Charley McGill is well known to the *Gazette*, and has run a passenger train on the Erie Railway for many years. A large majority of the conductors employed on the Erie are members of an association of conductors while Mr. McGill is not. If those who are members should inaugurate a strike and refuse to work, and endeavor to prevent others from running trains until the company discharged Mr. McGill because he was not a member of their association, would the *Gazette* concede that it might be necessary for their protection, or would it pronounce them a lot of infernal fools?

A WORD TO CONDUCTORS.

We propose in this to say a few plain words which we believe will be well worth the serious consideration of, not only members of the Order, but *all* conductors.

It is undoubtedly well known to all that within the past few weeks a large number of passenger conductors have been dismissed by three or four companies, though three of the companies, the "Erie," N. Y., P. & O. and Chicago & Atlantic are virtually one. It is said and perhaps with truth, that no reason is given the men for their dismissal. It is, however, a well-known fact, that on the "Erie" proper, the dismissals are caused by the "spotter," and it is known who some of them were and the methods used, and it is further known that some of the conductors have fallen, not because they were dishonest, but

because they disobeyed rules and carried people without authority. There are to-day, a few, but only a very few companies that allow their conductors the privilege of using their own judgment about carrying conductors who are engaged in train service on other roads without a pass. In years past, the privilege was tacitly given to conductors on most, if not all the roads, and officers expected and permitted them to pass conductors from other roads on their own judgment. The one cause which led to the curtailment of this privilege more than all others combined, was simply that conductors abused it. They extended it not only to those who deserved it, but to their personal friends, and occasionally a drummer would receive the benefit simply because he was a good fellow with the boys. It does not pay to "be easy" on a mileage book simply to have the owner call you a "good fellow." Honest, honorable people who travel, will not think the less of you because you enforce the rules of your employers, and they will not ask you to jeopardize your situation to save them a little fare. There is, however, a class of travelers who will use every endeavor to induce you to favor them, and if you do not, you are a thief, scallawag, discourteous and disobliging, but the condemnation of this class is a recommendation to your employers.

It is also a common practice for the brakeman, fireman and the engineer to say to the conductor, "Here is a friend of mine (usually engaged in train service, but often not), who wishes to go to ———, please carry him for me." And often the conductor complies with the request, because if he did not he would be "a d——d mean man." Occasionally the request (?) is, "I want you to take him to ——— for me." If you are fortunate enough to be employed on a road where you are allowed to use your discretion in such matters, and the applicant for favors can convince you beyond a doubt that he is an employe in good standing on some railway, and is not a "tramp railroad man," comply with the request by all means, but if he cannot so convince you, quietly and courteously tell whoever makes the request that you cannot comply, for if you extend the favor to all who ask or claim to be train men, you are taking the surest method of having your privileges in this respect restricted, if not entirely cut off. If you are not allowed any discretion in such matters, and your engineer or brakeman asks you to "carry his friend," do not violate the rules and do so to have the reputation of a "good fellow" even among your associates, but decline and refer the applicant to the proper officer. If a conductor comes to you and can convince you that he is a conductor and a worthy man, take him to your superintendent, introduce him and request transportation for him, and in a great majority of cases, you will get it. Let the engineers, firemen and brakemen do likewise for their friends, but do not jeopardize your situation to oblige them. An officer of a leading Western road is well known as one who will suspend or dismiss a conductor for an infraction of this rule just as certainly as it is discovered, but he will always issue a pass to a genuine conductor of another road when requested by one employed by him.

Now as to the assertion that no cause is given for these dismissals, while it is true that no cause is assigned in the notice, it is also true that in every case where the dismissed conductors have taken the matter to the proper authority, reasons have been given.

A paragraph has been going the rounds of the press, purporting to be a special dispatch to an Elmira, N. Y. paper, alleging that the dismissals have been brought about by the Knights of Labor, and that only members of the Order of Railway Conductors are the victims. This is false as to members of the Order, and the sheerest nonsense as to its being through the Knights of Labor, as any one who has common sense will readily see. In nearly every case, the men promoted to the trains vacated, have been members of the Order, and members have been promoted to trains where non-members have been dismissed. Finally, members of the Order do not act from "policy," but as they believe to be right, and they do this, not from a love for railway companies in general, or from feelings of philanthropy toward them, but simply because they believe that the right will be best for themselves as well as others. We fully believe that a large majority of these

dismissals are unjustly made. The "spotter" will certainly make a case against the conductor if he can, and the chances are all against the conductor. If a "spotter" is on your train when you take the chances of violating the rules and passing some one without authority, the chances are that he will report a cash fare against you which will not appear on your report, as a matter of course. If you were confronted with this report the next day, or within a few days, you could explain exactly how it happened and probably clear yourself of a more serious accusation by pleading guilty to the fact, but the probability is that you will know nothing of it for at least two months and perhaps more, and by that time you cannot remember the incidents of the particular trip, for no conductor can do so for more than a few days, and you can only refer to your report of that date.

That a few of the dismissed men have taken less than the regular rate from some of their passengers seems to be true, and in the opinion of the MONTHLY, these are guilty of folly, and to a certain extent, of dishonesty, though they may not have kept a cent of money belonging to the company. If a conductor carries a person for one dollar when the fare is two, he is in a sense guilty of dishonesty to the company, though he reports the amount collected, and it is exactly the same with a ticket. If a person is carried farther than he is ticketed, or if but twenty-five miles is taken from a mileage book when the distance is fifty, the company is defrauded and the impression given to any one who may incidentally or otherwise know of the matter, that the conductor has some motive besides friendship for so doing. How often do we hear, in hotels and other public places such remarks as "——— is the finest conductor on the —— Railway; he always passes me," or "He always carries me for half fare," or "Let's up on my book," as the case may be, and while it is quite likely that a majority of such talk is false and merely repeated to give hearers the idea that the speaker "stands in" with the conductors, yet there is undoubtedly *some* of it that is true, and there are many that will take it for granted that every conductor so spoken of is a thief.

A conductor should avoid even the appearance of evil, and be as Cæsar's wife, above suspicion.

UNWORTHY OF NOTICE.

"The Lake Shore conductors lately passed resolutions of sympathy for their employers in their trouble with the switchmen at Chicago. Every word and line of those resolutions read with a jingle of sycophancy. There is but one thing the average conductor thoroughly understands, and that is the exact side on which his bread is buttered. Of all the combinations and organizations among railroad employes that of the conductors is the only one that has the lack of sand to kick when mistreated—it is the most servile clique of understrappers extant."

The above is from the *Saturday Mail*, a so called "society" paper published in Des Moines, Iowa, and is sent by some unknown reader with the request that we reply. We deem such assaults entirely unworthy of notice and but for the request, would not demean ourselves by paying attention to it. The class to which the editor of this paper evidently belongs are those who expect the conductor to honor their individual passes for their wives, relatives and friends, that is they expect the conductor to *buy* their friendship(?) and good will by violating his instructions and defrauding his employers, and if he will not do it, they join all other "beats" and "frauds" who are constantly endeavoring to defraud the company, either by inducing the conductor to "favor" them or by directly cheating him, and if he refuse their requests, no name is too vile to be applied to him. We will wager that if the truth were known, some conductor has lately refused to pass some one at the request of this editor, and that generally, he finds the conductors running

from Des Moines too manly and honorable to be caught by his schemes, and that this and nothing more is the animus of the above.

It starts with a falsehood, as the Lake Shore conductors have *not* passed resolutions of sympathy for their employers but they have been ready to do their duty. There are a great many people just now, besides this editor, who have much to say about conductors, and are extremely bitter against them simply because they cannot induce the conductors to lend themselves and their influence to schemes for their own advancement and glory, and there is weeping and wailing and gnashing of the teeth among them because conductors "lack the sand," to make of themselves a footstool for others, and it is quite probable that some one of them has been so much of a "servile understrapper," that he has *not* "lacked the sand to kick" this *Mail* editor off the train when he has undertaken to "beat the conductor."

We advise our Des Moines readers to pay no more attention to such froth than they would to a cur that barks at their heels on the sidewalk. If you stop to kick the cur, it is not there and your foot meeting no resistance, you have your exertion for nothing, the cur always retreating to a safe distance and redoubling the "yelping," and it is so of the whole mangy brood to which this editor belongs. Their detraction will not injure you, and the Order of Railway Conductors will continue on its way in the future as in the past, giving to each his just due and yielding to others the same rights that it claims for itself.

TRIED AND FOUND WANTING.

The Brotherhood of Locomotive Firemen is an eminently worthy organization. It is founded on what we believe to be correct principles; so far as the MONTHLY is aware, its public utterances and its actions, with perhaps the exception of a few individual members, have always been consistent and straightforward. Whatever its officers said, could always be depended upon as being followed by consistent action; we were therefore surprised and sorry to note that in a public meeting, its two chief officers took occasion to partially at least, indorse the Knights of Labor, and in our May number we took occasion to say so. The *Firemen's Magazine* for July says first, that it infers "from the declaration of Mr. Powderly, that the organization was designed to promote the welfare of working men." The MONTHLY has never questioned the original intention of the organization, and it believed before Mr. Powderly's late "declarations" were given to the public, that it was *intended* for the benefit of working men, and we believe that a great majority of its members as well as officers honestly intend to benefit the laborer, though the inconsistency of Mr. Powderly has caused us to regard him with doubt. However good its intentions may be, we believe its method of working for its end to be entirely wrong, and we cannot feel that we should support what we believe to be wrong, simply because the intention is good. The Brotherhood of Firemen was organized to benefit the working man, but its principles and course of action are diametrically opposite to that of the knights, and both cannot be right. Bro. Debs says that "individual knights have committed acts meriting the severest penalties," and of that there can be no question, but when he says that he knows the authorities of the Knights "condemn such acts," we certainly must differ with him. Will the *Magazine* kindly point to a single instance where any *action* has been taken by these authorities that shows condemnation? It is true that some of them may *say* they condemn them but by their acts they contradict their utterances. We are informed that Mr. Powderly has the power, and if he has not he or some authority should have, to arrest the charter of any assembly of the organization. None of the individual members, so far as we can learn have been disciplined for lawless acts, nor has there been the slightest attempt to do so, though it is well known

that whole assemblies made a boast at one time of disobeying Mr. Powderly's orders and it is equally well known that over four hundred members are either now paying the penalty for infractions of the law or are under bonds to appear for trial, but not a single assembly has been closed by the "authorities."

The Order of Railway Conductors claims no exemption from bad members. We as well as the firemen and all other organizations that we know of, have our full share of them and we condemn no organization for the individual action of its members unless that action is general, or tacitly, at least, supported by the organization. In the case of the Knights, lawless acts are more than tacitly supported, as we have abundant proof. Witness the undisputed fact that members have been expelled for refusing to break the law by derailing trains and the additional fact that the assemblies making the expulsions have not even been reprimanded. Witness the further fact that a prominent member of the general executive board, in reply to a question as to whether a certain line of action proposed by the Knights, would not bring great distress to many innocent persons and among them women and children, said that "it undoubtedly would but so did war, and as wars were necessary so was this action of the Knights, and that the end in view justified the means," taking the same ground that is taken by the Anarchists of Chicago, who claim the same intent that is claimed by the Knights of Labor; the Organization of Firemen, Engineers and Conductors, the welfare and betterment of the working men and though a majority of the Socialists and Anarchists are ignorant and degraded, the MONTHLY believes many of them to be sincere, but it can see no reason why it should support their methods or approve their various organizations because their intent is for ultimate good, and they are sincere.

The MONTHLY yields to none in its sincere and earnest efforts for the betterment of the laborer, first, conductors, second, our associates in train service, and last, all other working men, and in the absence of reasons for contrary belief, it admits the sincerity of all who claim a like intent and may admire their consistency while it condemns their methods as in the case of Martin Irons, the striking switchmen in this city, and many other cases that might be cited. It would hardly seem necessary for us to say that the MONTHLY condemns the "spotter" as it condemns the "boycott" and the secret "black-listing" and "following" any man. It does not condemn the "blacklist" that is published each month in the *Firemen's Magazine*. Neither do we believe that Brother Debs means to make the charge that will be inferred by many, that the MONTHLY advocates "downing the working men because it is popular."

We do not condemn the *members* of the Knights of Labor; we are in hearty sympathy with the mass of its members and we condemn the Association because we believe those members to be mistaken in the means they have taken to obtain their end and that the association, as conducted, is an injury to the American working man. Were we conducting the MONTHLY on a "policy" platform, does not the *Magazine* think it would be better for us to support, or at the least, keep still about an organization with a membership at the lowest estimate, of 500,000, and for which a membership running into the millions is often claimed? When the firemen on any road assume to say to their employers, "No fireman must be employed on this road who is not a member of our organization," the MONTHLY will condemn that action and if the officers and the *Magazine* support the action or fail to oppose it, it will find the MONTHLY arrayed against it and the Brotherhood, for Mr. Debs well knows that to pass over in silence would be approval, and it is for this, for one thing, that we oppose the knights. We believe however, that it will be a long time before such action on the part of the firemen will call for our disapproval.

Finally, if the *Magazine* has paid any attention to the investigation in the Southwest by the Congressional Committee, we believe it will admit that we have had the necessary evidence in addition to that which has been given in different courts, and in addition to the report of the commissioner appointed by the U. S. Court to investigate the strike on the T. & P., and will join us in the opinion that the delay in presenting their report is caused by the fact that the Congressional Committee find it difficult to make, from the evidence, a report that will make a good document to secure the votes of the Knights.

ILL-ADVISED RESOLUTIONS AGAIN.

As a rule, we do not believe in "resolutions." It is a very easy matter for any one to "resolve," and in a very great majority of cases resolutions are idle and useless, and are very seldom read by those for whom they are intended. There are, however, occasions when it behooves every honest man and good citizen to take some stand on an important question and make it known to the public at large, and the occasion of the late riots in this city and Milwaukee, was one of those times, but even then more depends on the character of the men adopting resolutions than on the resolutions themselves. Thus the Knights of Labor of St. Louis passed resolutions condemning the lawless Haymarket rioters in Chicago, and on their way home assaulted St. Louis switchmen, and members of the Switchmen's Association in Chicago passed the same resolutions, and a few days later took a hand in assaulting other switchmen by way of proving their sincerity.

Rock Island Div. No. 106 adopted some resolutions a few days since which in our opinion were ill-advised, because there was no particular occasion for them. We are in hearty accord with the resolutions in all but one thing. They condemn the lawless actions of the Chicago strikers and their allies; express sympathy for those who have been injured, their fidelity to their employers, and so far are all right except that they were not particularly required. Certainly, conductors employed on either the C., R. I. & P. or the C., M. & St. P. should be faithful to the interests of their employers, while they are employed, for they certainly have reason to be, particularly those who are members of the Order, but we opine the officers of both companies were aware of the sentiments of their conductors before the passage of the resolutions. When the resolutions express sympathy for the Lake Shore Company we do not agree with them, and are inclined to question their sincerity somewhat. There is no particular reason why any railway employe, except those employed on that road should sympathize with the Lake Shore. The management of the Lake Shore is not a liberal one, either to its own or other employes. The former should certainly be faithful to their employers, while they remain with them, but we can see no reason why those employers should have the sympathy of any other except those financially interested in the road. There are, on the Lake Shore, many genial, pleasant officers who would be glad to be more liberal were they permitted to be, but there are a great many railways, that, in the place of the Lake Shore, would be much more deserving of sympathy from the employe. The stand they have taken in the matter of the eight switchmen whom the strikers demand shall be removed, is not generosity, it is simply just and nothing more. Anything less would be rank and grievous injustice.

The switchmen of Rock Island, not to be outdone, also "resolved," and we are glad to aid them in circulating their resolutions which are as follows:

ROCK ISLAND, ILL., July 5.—[Special.]—At a regular meeting, Sunday, of the Switchmen's Mutual Aid Association, Division No. 2, the following resolutions were unanimously adopted:

Whereas, There is an Order existing in this city known as the Order of Railway Conductors, Division 106; and

Whereas, At a meeting of that body, held June 27, 1886, a set of senseless resolutions were adopted extending sympathy to the Lake Shore and Michigan Southern Railroad Company (whose switchmen are on a strike), and condemning the action of the striking switchmen in very forcible terms, and a copy of said resolutions were ordered published in Rock Island and Chicago papers of June 29 and 30; and

Whereas, At the time of said meeting said order knew nothing of the trouble existing between the Lake Shore and Michigan Southern Railroad Company and its switchmen, or the causes leading thereto; therefore be it

Resolved, That in our candid opinion the sentiments so thoroughly aired by the members of Division 106, Order of Railway Conductors, were uncalled for, unjust, and unnecessary (worthier objects for sympathy could be found nearer home), and while we do not advocate strikes or dissensions of any kind, our sympathy is with the weak and downtrodden, the unpaid and unappreciated switchmen who are forced to work side by side with traitors and unprincipled characters, or starve; and furthermore be it

Resolved, That we extend our contempt and detestation to the members of Division 106, Order of Railway Conductors, who drafted the obnoxious resolutions, for groveling at the feet of railroad officials, and that a copy of the above be sent to Rock Island, Dayton, and Chicago papers and to the official organ of the Switchmen's Mutual Aid Association for publication, and be spread upon the records of our association.

Comment on these resolutions is superfluous, and we only say to Rock Island Division, as we said to another last month, they can be proud of condemnation from men who pass such resolutions as those above.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 15th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

For the MONTHLY.

THE ORDER "CORRECTED."

Twenty years on the rail,
From freight to "fast mail,"
Conductor "Unswerving" had seen them,
'Twas a title, "Unswerving,"
Not his name, though deserving,
He said, "Those who give orders mean
them."

He never questioned or caviled,
Though hard the route traveled,
Or fallible his orders suspected,
But with confidence sublime
Tried hard to "make time"
When his orders were but once "cor-
rected."

The "mail" and "express"
Used to meet at New "S,"
Everything for the "mail" took the siding,
For the fifty-mile gait,
Which was their speed rate,
Must be favored to make it abiding.

"Meet one," the express
"To-day at Old S,"
Was the order the "mail" got 'ere leaving
Its terminal station,
By a strange complication
The "express" no order receiving.

True to long training,
Every nerve straining,
Promptly with orders "corrected,"
"Unswerving" starts out
On the "fast mail" route,
Nothing wrong in the least is suspected.

Having "rights" to New "S"
On came the "express,"
Being late they tried to go faster,
Nor dreamed of an error
Until to their terror
They experienced a woful disaster.

New "S" saw the "mail"
Like a ship in a gale
Fly, as it were, o'er the route
On its way to Old S,
To meet the express
To shorten, somewhat, her "lay out."

Round a curve like a flash
Just a glance, then a crash,
They met ere each the other detected,
In the horrible rush
The first one to crush
Was "Unswerving," with orders "cor-
rected."

Dying and mangled,
With blood nearly strangled,
He stands on another world's border,
Filled with anguish and pain,
He struggles in vain
To inspect his "corrected" order.

Kindly comrades, and old,
Smooth out the "manifold,"
Tears fill the eyes of the majority
As he reads the "correction"
With his dying inspection,
The result of obeying authority.

Although undeserving,
 "None hurt but Unswerving"
 Is the message that travels the wire,
 Though an error committed
 Only duty permitted
 His course, which summoned him higher.

There's a new route to travel,
 A mystery to unravel
 For this man who respects all authority,
 Though he cannot now see,
 He hears, "Come unto me,"
 'Tis an order to join "the majority."

He attempts now to sign
 This order divine,
 Says he's weary, and has done his best
 To obey all the laws—
 He stops, there's a pause,
 Then whispers, "I'm burdened, would
 rest."

He lingered in pain
 Waiting, not all in vain,
 For orders yet never rejected,
 "Thou art faithful to the few;"
 "There's a place here for you;"
 "Meet thy God, the order's corrected."
 S. E. F.

INDIANAPOLIS TO WARSAW AND RETURN.

EDITOR MONTHLY: If you will give me your attention for a few moments, your correspondent of Indianapolis Division 103, O. R. C., will try to explain the meaning of the heading of this article.

Through the kindness of Norman Beckley, Gen'l Manager Cin., Wab. & Mich. Ry., and Jno. O. Ewan, Supt C. C. C. & I. Ry., the Order of Railway Conductors and their families was tendered a free special train from Indianapolis to Warsaw, Indiana, and return, June 12. On that beautiful summer morning a train consisting of five well-filled coaches left the Union Depot at Indianapolis, containing members of the Order, their families, and a few invited friends (connected in railway service). Your correspondent can say of this party, and will be backed in the statement by others who participated in this excursion, that to the credit of Indianapolis Division 103 O. R. C. and their friends who attended, there never has been an excursion run that reflected greater credit to any order, as this did to ours, and Indianapolis Division 103 in particular. The happy party with their *all* on board (wives and little ones) was a credit to any railway company to carry. Among this number were found railway veterans of note and experience, who are, or have been, battling in this, one of the most responsible positions in the transportation department of railway service, that of a railway conductor. To an observing one passing through the train as it pulled out of the depot at 7 A. M. sharp (the time set to leave), the first impression made by your correspondent was, that conductors were prompt, as all were on time that morning with their well-filled lunch baskets, ready for a day's jaunt to the Lake City, 122 miles north. The following members of Indianapolis Division 103 O. R. C., participated in this excursion with their families:

Jno. N. King, W. S. Losey, Wm. Lefler, E. A. Orr, Jesse Gray, J. C. Marshall, Wm. Ryan, C. H. Briggs, J. A. Finfrock, J. M. Belknap, G. W. Tyler, E. E. Wheatly, R. A. Craig, W. F. Cunningham, Wm. Sharkey, Jas. Prentice, A. S. Heath, B. G. Gordon, James White, C. C. Harvey, Jeff. Peterson, D. H. Parmelee, Ed. Padyon, H. Knowles, V. F. Ireby, C. S. Firth, R. Clark, John E. Walters. Of those stated as traveling alone, was I. D. Baldwin, Pat Sullivan and D. Sofer. Of the visiting brethren I am well pleased to record Harry King, of Division 100, with his family; and at Wabash, S. H. Stevens and wife, Cliff Brinsley, and one McCune of Division 125 boarded our train; also W. A. Caul, train dispatcher C. W. & M. Ry., together with his family, joined us there. Of our Indianapolis friends we were pleased to notice on the train W. A. Sullivan, the genial

agent of the C. I. St. L. & C. at Indianapolis, and his family; also J. W. Riley, Superintendent Sherwood, assistant of same road, and family; H. G. Stiles, agent of the C. H. & I., and family; D. R. Peck, chief clerk L. N. A. & C. Ry., and F. S. Gregory, agent I. B. & W., and family, favored us with their presence. Of the Union Depot force were C. H. Manning, Marshal; Harry Burke, Chief Operator; J. I. Ferguson, Baggage agent, with their families.

Of this trip much can be said in praise to all concerned. We made a nice run, arriving at the grove and lakes before noon. Conductors R. A. Craig and Dudley Olney were in charge of the train. The railway company gave us a fast run. The day was very fine. On arriving at Warsaw all took to their lunch baskets, following that came boating, fishing and sailing on the lake, which was greatly enjoyed by all. The "Whin" String Band was engaged for the day, affording music for those desiring to dance, as a good platform had been built to accommodate those wishing to participate in this amusement. Plenty of icecream, strawberries and cream and lemonade was furnished free to all, and much enjoyed.

Of the grove, lakes and city, much can be said in their favor. The beautiful shady grove, situated on the shore of Pike Lake, with track extending into the grove and by the side of the lake, making it very convenient for passengers. The land has a gradual slope to the lake, where can be found the pleasure steamer making her regular trips around the lakes; also rowboats in large numbers for those desiring to fish or "paddle their own canoe." Mr. Biggs, in charge of the grounds, was very kind to our party, and made all welcome. The railway company and people of Warsaw have formed themselves into an association and are improving this spot, that nature has done so much for. It is safe to say that this place will soon be a noted watering place; they will soon erect a hotel. Lots are now on sale and the time is near when this location will be largely patronized by those living in Central Indiana and at the capital. They have completed a building where lunch, icecream, etc., are served. A revolving swing is completed to the delight of the children. Ferns were gathered by the ladies, large bunch ferns growing there in abundance. These grounds are free to excursion parties. The steamer makes regular trips, making a circuit of about nine miles. So we say, go to Warsaw, a desirable place, easy to reach, where you find a nice grove, three pretty lakes and plenty of good fishing.

Our party, after a stay of seven hours, which was much enjoyed by all, boarded the train and we started for our homes happier for this day of recreation and rest. I wish to add further in regard to this day's pleasure, that dancing was indulged in by many in the afternoon. While there we noticed Charlie Manning on the floor, and some others of light weight. Some of the fair daughters of Warsaw favored us with their presence. Nothing of much note transpired during our stay except the falling into the lake of Josie Gray, from an open boat he with others were out fishing in. It is not positively known how he happened to get upset, but it was gravely hinted that it was caused by a fish he was trying to secure, and became overbalanced, but we do know that Josie got wet, very wet, and no more fish for that crew.

To the credit of all in the party, I will say that during the stay at Warsaw and en route, not an unkind word was spoken, no liquor carried or used during the day, or profane word uttered. Everything passed off pleasantly, and all returned to their homes feeling that the trip had been a great benefit socially. To the railroad company we are under great obligation for their courtesy in extending to our Order the free special train of this route and location. Much can be said in its praise.

Of our Order can say we are gaining in numbers; meeting twice each month; quite well attended. Our greatest needs are earnest workers for the Order, those who will study to learn and meet with us, when possible to do so.

Fraternally,

C. H. B.

GREENFIELD, MASS.

EDITOR MONTHLY:—I will give you a few remarks about E. A. Smith Division 146, if you can find space for them. Our Division has some thirty-one members on its roll, with several petitions to be acted on. All the brothers are in good standing, but the attendance is small, sometimes just enough to fill the chairs. I wish the brothers would surprise us by a full attendance.

We received a friendly visit from Brothers Phil. Morrison, M. M. Holdsworth, C. F. Paine, F. E. Hill, B. F. Cody, all from 122, all noble and good Brothers; 146 thanks you kindly. We will try and reciprocate. I suppose you won't call again unless we do. We put Phil in the big chair, and he fills it well. We have been expecting a call from Brother Richardson. I suppose he has the shoes worn out and can't come. Don't fret, Brother, next May is not far off.

Division 146 would be pleased with a visit from some of the Grand Officers. I think they have never darkened our door.

Business on the F. R. R. Hoosac Tunnel Line is very heavy at present; 3,000 more cars passed through the tunnel in May, 1886, than in May, 1885; this is getting to be *the* line very fast.

Fitchburg Railroad raised the wages of their train men May 1, 1886; all who had been in the company's employ over one year, receives benefit. Conductors get 15 cts. per day, brakemen get 20 cts. per day. It is not a very large raise; it seems large to all concerned, because it was a surprise; but all small offerings are kindly received. The company gets thanks from all concerned.

Yours ever in P. F.,

J. G. DOBBIE.

EDITOR MONTHLY:—In the early part of June Friendship Division was made the recipient of two fine and costly presents. The first being a handsomely engraved solid silver water pitcher, bearing the following inscription: "Presented to Friendship Division No. 81 O. of R. C., by the wives of the members, June 5, 1886."

The other, a lovely Altar Scarf, and a perfect gem in its way, was presented by the ladies whose names appear in the following letter which accompanied the present:

To the Members of Friendship Division No. 81, Order of Railway Conductors:

"DEAR SIRS:—Please accept this Altar Scarf as a token of our high esteem toward the Order of Railway Conductors. And may you as an Order calculated to advance the interests of yourselves and families, prosper in the future as you have done in the past."

MRS. J. C. STANTON,
MRS. W. O. WILLIS.
MRS. A. F. BARBER.

"M."

GARRISON, MONTANA, July 11, 1886.

EDITOR MONTHLY:—I beg to acknowledge the receipt of the premium lantern, and it's the finest one I ever saw. Thanks to the gay and festive spotter I don't need it now, so I'm going to put it in a glass case.

Speaking of spotters, I understand there was an O. R. C. Division in Helena, Montana, but the spotters "busted" it.

Business on the Rocky Mountain Division of the Northern Pacific Railway is good, all the boys busy as nailers. On the Utah and Northern Railway matters are the same, and strenuous efforts are being made to convert it into a standard gauge by Aug. 1, 1886, or at least that part of it between here and Butte City.

The headquarters for this division are Missoula, Montana, with F. W. Gilbert as superintendent, and W. W. Burke trainmaster and dispatcher. W. H. Garlock is M. M.

Air brakes are used on all the freight trains, and they are needed, to judge from the amount of country standing on edge. The air brake is a great saving on wheels, as the brakes are all set at once, and all set alike.

The N. P. R. have splendid engines and cars, and the finest looking passenger trains to be seen anywhere. The time is not very fast, but the arrangements are perfect.

From St. Paul to Portland one can't help but notice how well everything is managed. Day and night one glides along, across broad prairies, over the mountains, under the mountains, and round the mountains. No jar, no noise or bustle. Three times a day a "cullud gemmen" with a surprisingly short white jacket, marches through the train with such a strut and at the proper moment says that "Dinnah is now ready in the Dining Car." And such a meal as one gets. All the delicacies of the season.

When I retire, I'm going to camp right in a dining car on the N. P. R., and stay there, providing the road don't go into the hands of the receivers on account of me.

A description of Butte City, Montana, may perhaps prove of interest. Perched at an altitude of six thousand feet above the level of the sea, Butte is to-day the richest mining camp in the world. The estimated value of the annual output is eighteen millions of dollars. More than a "Porter" makes. The ore mined in Butte is reduced to bullion and copper matte, (a mixture of silver and copper) and sent to Wales, and England, for reduction.

The "matte" is done up in little canvas sacks which weigh about 100 pounds, and sent on its long journey to England. Each sack is worth \$100 and a Northern Pacific box car will carry 275 sacks.

The Utah & Northern, a narrow gauge road operated by the Union Pacific, runs north from Ogden to Garrison, Montana, by way of Butte. At Garrison, connection is made with the N. P. R. R. Butte is the first real mining camp I was ever in. I expected to find a camp "a camp," but Butte is a full fledged "city," electric lights, telephone, gas works, water works, burglars, gamblers, brick blocks, plate glass windows, murderers, hospitals, churches, Knights of Labor, and in fact all the adjuncts of civilization.

The population of Butte is changeable. So is the weather. I hate to ring the weather in on you, but it's really worth mentioning. In the morning when I arise from my sumptuous couch (one poor little blanket) the ground is covered with snow, in an hour or so the warmth of a summer's day is felt, when suddenly a dark cloud makes its appearance, followed by more snow, and then more sunshine. This state of things is continued, so there's no chance of monotony on the weather question here in Montana. Butte is said to be on the "divide" the highest part of America, but I don't believe it. I was up the other day right on the "divide" and I could not see New York, or Portland, Oregon, or even the Atlantic or Pacific ocean, not even the shot tower in Chicago. At the risk of displeasing Bro. Maxwell, I will sign myself

Yours truly in P. F.,

MONTANA.

EDITOR MONTHLY:—Not having seen anything in the MONTHLY concerning Division 177, I venture to say a few words in its behalf. At present we have thirty-two members in good standing, and two applications waiting our next meeting. Our officers are always in attendance, and are good and willing workers.

Our insurance numbers seventeen at present, and is rapidly increasing. With the best wishes for the prosperity of the MONTHLY and the O. R. C., I am

Yours very truly in P. F.,

F. M. F.

DIVISION 149.

We give below the remarks of Bro. J. D. Johnson at a social reunion of the members of Division 149 and their friends, which are worthy of attention:

"Whenever a member is about leaving home you will be very apt to ask, 'Where are you going?' 'To the Division room,' will be the reply. Well, what is it that takes you to the Division every meeting? I will tell you as nearly as I can. Those beautiful hymns which have been sung from our Order are the ones we sing at every meeting. This Bible (laying his hand on the book) is open before us at every meeting, and without it no Division can be opened, and you can rest assured that the meetings in their Division rooms of the Order of Railway Conductors are profitable and instructive. Those beautiful flags of red, green and white, which you see on the walls, are emblematic, and each one has its significance. The first one at the entering door is red, which on a railroad means danger, and no one is allowed to pass it till fully acquainted with what it is placed there for. Such also in our daily walks of life. When you are about to do a thing which we know is wrong, think of the 'red flag,' do not pass it till it has been removed, and you are turned from the wrong track. The 'green' means 'caution;' perhaps the track is not quite in condition, or a bridge is damaged by flood, or a culvert out of repair, we must go slow till the danger has been passed. If our daily works are so that our confidence is somewhat shaken by them, think of the 'green flag,' proceed cautiously until you have convinced yourself that you are right and then go ahead. The last one 'white,' means 'all right,' clear track and you can give all the steam you can to get home on time. So, too, in our humble lives, when our consciences are clear, white as this flag, then we can crowd on all steam, set all sails, and head for a land that is fairer than day."

BOONE, IA., May 31, '86.

EDITOR MONTHLY:—In the June number of the MONTHLY, I read Bro. Richardson's communication on the subject of apathy in the work and classification of members. It is an undeniable fact that some men cannot stand prosperity, and will show a difference in their treatment of friends, after a promotion. This always was the case and will ever remain so, without a doubt. I have had occasion to see this of conductors as well as in other grades of railroad positions. It is not always through the fault of the one promoted, but sometimes is attributed and rightly too, to jealousy on the part of men who think they are stepped over by the one promoted, but generally this classification is shown by passenger conductors who never rode a box car or twisted a brake on a freight train, called by an old conductor friend of mine, "pop-corn conductors."

I differ with Bro. R. in regard to not allowing but one Division in a city. Some cities are too large for one Division, for instance, Chicago. Division No. 1 is situated on Randolph street, and No. 41 at Forty-ninth street. If conductors had to come from Forty-second street and further, to attend meetings at Randolph. and *vice versa*, I do not think there would be as many members in Chicago as there now are. It is not necessary for passenger conductors to be alone; there are just as good and intelligent men running freight trains as passenger. I do think though, the sooner all charters are called in that are held by Divisions where a class distinction is shown (I mean where no freight men need apply), the better for the Order. I hope none such exist. In regard to the member of No. 80 saying no good comes of the Order, he nor any one else can make conductors of the C. & N. W. Ry. believe that, for this reason: Every one who takes the MONTHLY remembers reading of the committee that met in Chicago last November, to call on the officers of the C. & N. W. Ry., relative to pay of conductors, and the result thereof. Now this is how our new pay system "pans out." In April, 1885, I ran a train 4,015 miles,

for which I was paid \$80.50. April, 1886, I made 3,918 miles, for which I received \$105 50. Note the difference, and this I claim is to be credited to the O. of R. C., as we could not have organized; and even if we could, we never should have come to an understanding in regard to amounts, etc., without the help of the Order, as all would not have been governed by a constituted majority in coming to a decision; and further, we were led to believe by the officers that they would not have listened to us for a moment, had it not been for our beloved Order. I also notice in the members that pay little or no attention to their Divisions; these same men are generally poor excuses as conductors and are indifferent to the welfare of everybody but themselves. If they get in trouble, and they often do, they are the first to run to the Order for help.

Let me say in conclusion that Boone Div. No. 34 is in a prosperous condition, having about 70 members in good standing, and scarcely ever meet. But we increase our members, and our material all comes from one road, the C. & N. W., so I think we compare favorably with any other Division, considering our advantages.

" 'Tis true, 'tis pity, and pity 'tis 'tis true,"
That some men judge the whole world by a few.

I am very sorry to see that Division 46 hereafter will treat all brothers of our Order as thieves and rascals, unless they are provided with certificates from their C. C. and S. and T. that they are honest men. Now just imagine a member of any Division taking a trip, with or without his family, going to the C. C. and S. and T. of his Division, saying, "I may in my rambles take in Milwaukee, hence I want a certificate that you know me to be an upright and honest man, a worthy brother, and that my wife is traveling with me. She has blonde hair, light blue eyes, small of stature, etc. We have no marriage certificate. I may want some information, and of course the members of the O. R. C. is where I *should* obtain it; but I *must* be provided with the above certificate before I can be recognized by any member of Division 46." Shame on such brotherhood, say I. Just think of it; there are 10,000 members, and as it has been in heaven, so it is in our Order, black sheep will occasionally get in, but there is a way of getting rid of such without insulting every brother that comes our way.

You, of course, before recognizing a man claiming to be a brother, obtain from him proper answers to questions propounded, his name, and the number of the Division to which he claims membership, then you can if he cheats you in any way, write his Division, have him expelled, advertise him in the MONTHLY. Such methods of dealing with dead-beats would soon thin them out of the Order. But I think it is better to be cheated occasionally, than to insult every good member that comes our way; and there are three hundred worthy to one unworthy brother. Think of this, brothers of Div. 46.

Yours in P. F.,

W. B. PARKIN.

A SURPRISE.

BEARDSTOWN, June 15, 1886.

In the latter days of April, the rumor became current that Mr. P. H. Houlahan trainmaster of the St. Louis Division of the C. B. and Q. R. R., had been tendered a superior position with the Texas & St. Louis Railway Company. Upon investigation the rumor was found to be true, and confirmed by a message that flashed over the wires on the 14th of May, which ran as follows:

"OFFICERS, EMPLOYEES AND FRIENDS:—With the close of the 15th inst., I sever my connection with the C., B. & Q. Ry., and I desire to express my sincere thanks to you for the many courtesies accorded me both personally and officially, and acknowledge the

support which has been given me by the employes in our aim to make the service satisfactory to all concerned. In bidding you farewell, I wish to each and all a prosperous and happy future.

P. H. HOULAHAN."

In the meantime the members of Friendship Div. No. 81, O. of R. C. had not been idle, but were silently making preparations to give Mr. Houlahan a surprise at the expiration of his official position. Accordingly arrangements were made to have the pleasant affair pass off at the residence of Mr. W. C. Hagener, of this city.

As arranged, on the evening of the 15th, the men who had been serving as conductors under him, one by one shook hands with him and bade him Godspeed, when they left ostensibly for their homes. In the meantime prominent officials of this Division of the C., B. & Q., with the members of Friendship Div. No. 81, O. R. C., had assembled in Mr. Hagener's parlors. As had been agreed upon, Mr. Hagener inveigled Mr. Houlahan to his residence under the pretense of seeing his family before departing for his new field of labor.

On entering the room Mr. Houlahan was astonished to behold such a large assemblage of his former co-laborers.

After the reading of a series of resolutions adopted by Friendship Division, complimenting Mr. Houlahan on his courtesy, justice and efficiency while occupying the position of trainmaster of the C., B. & Q., Chief Conductor Parker presented to Mr. Houlahan, in behalf of Friendship Division, a handsome solid gold watch with a fine Howard movement, with P. H. H. in monogram on the front, and on the back 1886 in monogram. On the inside cap lid is engraved: "Presented to P. H. Houlahan by Friendship Division No. 81, O. R. C., Beardstown, Ill., May 15, 1886."

The recipient made a feeling reply in the following language:

"In accepting this beautiful testimonial, I find it impossible to express to you my feelings as I would do. Among those present I see many friends who have stood staunchly by me in the discharge of my duties, and in leaving you now, it is with a deep regret I do so. In accepting this gift, I do not attach to it intrinsic value, but to the testimony of your approval of my services as an official which it bears with it. And now that we may never meet again, my heart is overflowing with the kindest regards for each and every one of you, and I sincerely hope that God will protect each of you."

Upon reaching this point his heart became too full for utterance, and in a voice choked with emotion, he said: "Gentlemen, you will please excuse me from saying more, as I am unable to do so;" after which a sumptuous repast was served by Mrs. Hagener. When all had partaken of the same, the boys accompanied their late trainmaster to the depot, and remained with him until the train bore him away on the morning of the 16th. It was a scene that will long remain fresh in the memory of all concerned.

VIVI.

INDIANAPOLIS, June 14, 1886.

EDITOR MONTHLY:—I have taken the MONTHLY for one year, and have not seen anything from Division 103 in the MONTHLY, notwithstanding the fact that they have had two regularly-appointed correspondents to the MONTHLY in the last two years, yet Indianapolis Div. 103 is still in the ring and not disfigured either, but working for the good of the Order. Just when our Division was put in running order, I have not the exact data by me, but we have elected our third C. C. since I have belonged to the Division, and we have 115 members in good standing and a good healthy treasury, and we are getting applicants right along, and we draw no line between freight and passenger applicants, provided always that we find them the kind of men we want after their cases have been investigated. Now, what I want to tell the MONTHLY and the brothers about through the MONTHLY is the kindness of Gen. Manager Beckley, of the C., W. & M.,

and Supt. J. O. Ewan, of the C. C. C. & I. Railways, who gave our Division a free special train, consisting of five coaches and an engine, for an excursion and picnic for the members, their families and friends, from Indianapolis to Anderson over the Bee Line, from there to Warsaw, Ind., over the C., W. & M. There were about thirty members with their families and friends who went, making in round numbers 250 or 300 souls. Warsaw is about 125 miles north of here, and noted for the many beautiful lakes and groves around it, and on last Saturday, the 12th, we left Indianapolis at 7 o'clock A. M., at 8:20 A. M. we arrived at Anderson, and was there run over the Y onto the C., W. & M.; at 10:15 we arrived at Wabash, making a stop for coal and water, and there met the superintendent of the C., W. & M., who seemed to be a thorough gentleman. He gave the boys a cordial welcome, and asked some of the boys if they had ever been in that part of the country before. At 10:45 we left there and arrived at Warsaw, or rather at Pike Lake about three-fourths of a mile beyond, at 11:50 A. M. The train landed us right on the bank of the above lake where there was a beautiful grove where everybody began to spread out the good things that had been brought along for the occasion. After partaking of a good dinner with icecream, strawberries and lemonade, the party commenced to enjoy themselves, as each one was inclined; some went fishing, some dancing, as we had brought along a good string band, so that those who wished could "trip the light fantastic toe," there was a good platform on the ground for that purpose; some went boating, and there was also a small steamboat on the lake for pleasure riding. The day was all that any one could wish, and everybody seemed to enjoy themselves, and I think we had a model picnic, for everything passed off in such good order. About 3 or 4 P. M. quite a number of the town folks came out to the ground to welcome us and see us off for home, and extending to us a cordial invitation to return and see them again. At 6:30 P. M. we all got aboard for homeward bound, and at 9:55 P. M. arrived at Anderson, and thence to Indianapolis over the Bee Line, arriving at 11:30 P. M., with every one in good spirits and satisfied that they had spent a very pleasant day, and one long to be remembered. One brother in particular, I know, will remember the day, for the boat capsized and the boys fished him out, making the biggest catch of the day, weight 225 lbs.; how is it, Bro. Gray? I don't mean the remembrance of the day, but the weight.

Now, I do not want to weary the editor's or the readers' patience or take up too much room in the MONTHLY's (waste basket I was going to say), and if there is anything in this letter worthy to be seen in the MONTHLY I shall be more than satisfied, and will let you hear from Division 103 as often as I can.

Yours in P. F.,

A FIN.

AN ACCOMMODATION TRAIN.

It was on a Chicago, Burlington & Quincy accommodation train that a passenger got mad at the conductor for compelling him to pay his fare. The passenger was trying to ride on the strength of his having held an annual pass the years before, but the conductor scouted the idea, and said something about last year's birds' nests. As the official was about to leave the car, the passenger, in the style of cowardly men when the objects of their wrath are out of hearing, muttered:

"If this wasn't on a train I'd lick that thieving rascal out of his boots."

It happened in this case that the conductor was not quite out of hearing. His quick ears overheard the remark, and he turned with a savage:

"What's that?"

"I say if we were not on board a train I'd make it hot for you. I'd ask you outside and do you up."

"You would?"

"Yes, I would."

"How long would it take you to get ready to do a job like that?"

"About a minute."

"Well, then," replied the conductor, pulling off his coat and giving a vicious yank at the bell-rope, "peel off your duds. There's a nice bit of prairie along the track here, and I'll give you all the satisfaction you want. This is an accommodation train, put on by the company on purpose to suit the convenience of passengers, and orders on the C. B. & Q. are to treat all travelers with respect, and pay attention to all of their wants. Are you ready?"

But the passenger concluded he'd rather have the train hurry on. He was afraid he'd miss his connection.—*Chicago Herald.*

RAILWAY.

THE ERIE ROUND HOUSE, JERSEY CITY.

BY THE RAILROAD BARD.

You've heard of Solomon's temple,
Of its beauty and size.
I think the Erie round house
Will carry off the prize:
Vault of heaven forms the roof,
The earth, the pits and floors,
Which makes the Erie round house
As big as all *out doors*.

The summer's heat, winter's cold,
Come beneath the high roof.
The place will ne'er be insured,
As it is fire-proof.
Flower beds and grassy plots
At almost every station,
But the yard at Jersey City
Is the point of desolation.

It matters not which you are,
Pious man or sinner,
You can't find a decent place
To sit and eat your dinner.
When a thunder storm comes on
Upon a summer's night,
The Erie yard is lighted
By an *electric light*.

Cheer up, boys, some day I hope,
You'll have a round house, too;
For fear one will make you sick,
Mayhap they'll build you two.
Then you must blow each whistle,
Ring each engine's sweet bell,
Let Bob Ingersoll go there now
If he thinks there's no h—.

—*Exchange*.

AUTOMATIC BRAKE TRIALS.

The test of automatic brakes under the direction of the Master Car-Builder's Association commenced at Burlington, Iowa, July 13, the Westinghouse, Eames, Widdifield & Button, Rote and American brakes being entered for trial. As the regulations governing the test have been published in the daily papers, we will not repeat them here.

The piece of track selected for the test is the eight miles from Middletown east, the first mile being practically level, the next five being slightly down, and the last two 52.80 feet per mile. On the last two and a half miles there are four curves, the first one a very slight one of only 43' 44", the other three are 2° 40', 1° 26' 14" and 2° 19' 20" respectively.

Owing to the fact that the Rote brake was placed on entirely new cars, and the apparatus being new, their brake did not work satisfactory, and they were allowed thirty days longer time for preparation.

The arrangements were very complete in every respect, a large and comfortable stand having been placed opposite stop No. 4, which is the most important one, being on the heaviest grade, and at a speed of 40 miles per hour.

The first test was of the engines with the dynamometer car only, the brake on the car not being used.

Engine No. 110, equipped with the Westinghouse, made the four stops as follows: On level, at a speed of 20 miles per hour, the stop was made in 426 feet and 20¾ seconds,

at 40 miles, in 1,780 feet and $48\frac{3}{4}$ seconds; on the grade of nearly 53 feet per mile, with a speed of 21 miles, in $438\frac{1}{2}$ feet and 21 seconds; at 43 miles, in 2,792 feet and 70 seconds.

Engine 286, Eames brake, on level at 20 miles, in 450 feet and $20\frac{1}{4}$ seconds; at 42 miles, in 1,450 feet and 39 seconds; on the grade at 25 miles, in 619 feet and 28 seconds; at 41 miles, in 1,716 feet and $46\frac{1}{2}$ seconds. Engine 1,093, American brake, on level at 25 miles, in 460 feet and $18\frac{1}{2}$ seconds; at $42\frac{1}{2}$ miles, in 1,319 feet and 35 seconds; on the grade at 22 miles, in 414 feet and $22\frac{1}{4}$ seconds; at 40 miles, in 1,426 feet and 40 seconds. We were unable to learn the weight on drivers in each case, but assuming it to be practically the same in each, it will be seen that the American brake led its competitors somewhat in this trial.

The celebrated and old reliable "Armstrong" was then given a trial and some surprising results attained, though it must be remembered that in this case the brakes were on eight wheels, all in perfect order and nicely adjusted, something that trainmen cannot *always* depend upon in everyday service. With a train of 25 "Q" cars, 12 of which were loaded with 40,000 pounds each, a way-car and the dynamometer, 27 in all, four stops were made; when on the level the brakemen to go from the way-car and engine respectively after the signal was given, and the conductor using the way-car brake only; on the hill the brakemen to be on top at their posts when the signal was given. In each test the first two stops were made on level and the last two on the grade. The result of this test was: First stop, speed 20 miles, distance 983 feet, time 45 seconds; second stop, speed 40 miles, distance 2,769 feet, time 67 seconds; third, speed 20 miles, distance 1,076 feet, time $48\frac{3}{4}$ seconds; fourth, speed 45 miles, distance 3,259 feet, time 70 seconds. The same train was then used for testing the Westinghouse and nine stops made, but one stop being made the first "run," and that on the grade. Speed $35\frac{1}{2}$ miles, distance 1118 feet, time $31\frac{1}{2}$ seconds; second run—first stop, speed $21\frac{1}{2}$, distance 378 feet, time $16\frac{1}{2}$ sec.; second, speed $43\frac{1}{2}$, distance 1,172 feet, time 30 seconds; third, speed 20½, distance 378 feet, time $17\frac{1}{2}$ seconds; fourth, speed $45\frac{1}{2}$, distance 1,490 feet, time $36\frac{1}{4}$ seconds; third run—first stop, speed 20, distance 349 feet, time $15\frac{1}{2}$ seconds; brakes released in $14\frac{1}{2}$ seconds; second, speed 40, distance 1,029 feet, time $27\frac{1}{2}$ seconds; brakes released in 16 seconds; third, speed 20, distance 361 feet, time $17\frac{3}{4}$ seconds; brakes released in $13\frac{1}{4}$ seconds; fourth, speed 43, distance 1,462 feet, time 34 seconds; released in 19 seconds; fourth run—first stop, speed 20, distance 330 feet, time $14\frac{1}{2}$ seconds; released in $14\frac{1}{2}$ seconds; second, speed $40\frac{1}{4}$, distance 979 feet, time $25\frac{1}{2}$ seconds; released in $19\frac{1}{2}$ seconds; third, speed 20, distance 320 feet, time $14\frac{1}{2}$ seconds, released in 14 seconds; fourth, speed 44, distance 1,506 feet, time 35 seconds, released in $17\frac{1}{2}$ seconds. A hand test was then made with a train of twenty-five Lehigh Valley cars under the same conditions as the hand test of the "Q" train; first stop, speed 20, distance 1042 feet, time 47 seconds; second, speed 40, distance 2,759 feet, time $75\frac{1}{2}$ seconds; third, speed 20, distance 1,074 feet, time 49 seconds; fourth, speed 36, distance 3,493, time 81 seconds, this also showing remarkably good work for the boys, considering the difference in the location of brakes on the Lehigh and Q cars.

This ended the second day of the trial and "Ye MONTHLY scribe" was compelled to leave for the office and look after other than automatic "breaks."

The Rote and American brakes apply by compression from the draw-bar, and both have the advantage over a continuous brake, that they can be used independently wherever they may be in a train, and operate automatically when the draw-bar is compressed. The Widdifield & Button applies the brake by friction, a slight compression of the draw-bar bringing friction pulleys into bearing which apply the brake and has the same advantage that the two first named do, and seemed to the writer to be simpler in construction than the Rote. The American, the writer did not have an opportunity to examine, as owing to a loss by fire their cars had not arrived. The Westinghouse and Eames are too well known to need any description, and have a great advantage of being under the

control of any trainman on any part of the train, and they apply automatically without any assistance by compression of draw-bar when the train breaks apart. A great disadvantage however, is the time required to release them in case of accident, such as train breaking apart or breaking of hose; they also have the disadvantage of being totally useless unless continuous.

We were shown models of four different inventions by Mr. Gathright, of Louisville, some of which seem to combine more advantageous features than any other that has ever fallen under our notice, the power in each one except the first, being obtained by friction discs. The first being an extremely simple appliance for making the ordinary hand brake automatic, operated by setting every brake on the train before starting the draft on the draw-bar releasing it and holding it released while there is any tension on the draw-bar, and when the tension is released the brake automatically applies itself; in case of a train breaking apart, the brakes would apply on the part broken off but would not apply on the forward part until the engine was shut off. It is so simple in its construction and action that it would seem it could be applied for a very small sum; and for companies that do not wish to equip with an expensive brake, would seem to be a desirable contrivance. The one however that seemed to us to fulfill the most conditions, was an arrangement by friction discs which were held out of action by tension on the draw-bar, and which we are not machinist enough to describe. It seems to us to answer every requirement but one, though that one is a serious one, and that is, it is under control of the engineer but cannot be used from any other part of the train. A perfect brake must be capable of application from any part of the train, and be certain of application, and sure. The particular points in Mr. Gathright's brake are that it is entirely automatic, the force applied is regulated by both the weight of the load and the speed, the brake being set harder on a loaded car than on an empty, and harder at a high rate of speed than at a low one; from a stop, a car or train can be backed without applying the brakes and without any attention. Neither have been tested in actual service, and when so tested may develop faults that will condemn them, and the objection made by some that the mechanism of the latter will be too expensive or will not stand the wear, may be well founded, though it would not seem so to the writer. A third device of this gentleman is somewhat similar to the second, but a little more simple in construction, and in our opinion will not equal it in efficiency. A fourth, is a device for operating a friction brake by air, and seems to be less complicated and expensive than the ordinary air brake and can be operated from any part of the train, but is open to the same objections that the Westinghouse and other brakes of that class are, it must be continuous and in case of breaking apart or accidental stoppage requires too much time to release. We hope to hear more of the two first described.

The tests at Burlington are to continue for some time, probably to the middle of August at least, and will well repay any train man to spend some time there. The conductors in charge are Bros. Goodell and McGuire, of Division 31, to whom we are under obligations as well as to Bros. Cross and McPartland. We are also indebted for favors to Mr. Rhodes, chairman of the committee in charge, and to Mr. Wood, chief clerk in the office of superintendent of motive power, of the "Q." We hope to attend again sometime during the trials.

We are informed that "Locomotive Engine Running and Management," by Angus Sinclair, now editor of the "National Car and Locomotive Builder," and a practical engineer of many years' experience, is used as a text-book by the Central Pacific Railway in its examinations of firemen for promotion, which if true, certainly indicates good judgment on the part of those in charge of such examinations.

AN OLD LOCOMOTIVE.

An old locomotive, and the first ever run in California, originally built of the Norris Locomotive Works in Philadelphia in 1835 by Wm. Norris, for the old State road from Philadelphia to Columbia, is still doing service among the Sacramento shops of the Central Pacific Railroad. It was rebuilt at the Locomotive Works of Septimus E. Norris, Lancaster, Pa., in 1865, and a tank placed on top of the boiler. It was subsequently sold to the Western Pacific Railroad, and used for some time on the Market Street Railroad in San Francisco. It next went into the possession of the Central Pacific Railroad Co. and, as stated above, is still doing good service. It has given entire satisfaction, therefore, for over 50 years, and is still reliable for light purposes. It was named "Wm. Penn," had two 54-inch drivers, four 30-inch truck wheels, and weighed empty, about nine tons gross; cylinders, 10½ by 18 inches. The old locomotive is a portable monument, as it were, to the skill and workmanship of one of Philadelphia's oldest master-mechanics.—*Exchange.*

ON A LOCOMOTIVE.

The other night a reporter sat in the modest parlor of a modest hotel, talking to a modest though veteran engineer employed on one of Chicago's leading railroads. For twenty-two years he had pulled the lever of a locomotive on the same road, and but for his modesty could reel off yarns of thrilling experiences by the yard.

"This reminds me," said he, alluding to the storm which was prevailing, "of a night a number of years ago when a very strange circumstance happened on the train I was running. I only mention it to illustrate the extreme forethought which is continually necessary for an engineer to exercise. As we pulled out of the depot I noticed a storm gathering in the west. Before we had got far beyond the city limits we were into it. It was a gruesome night, with the lightning flashing incessantly, the thunder crashing and rolling, and the wind blowing a hurricane. I suddenly thought that, ten chances to one, at some point on the road I would be likely to run across some stray freight cars, for the wind was strong enough to blow them from the switches on the main track. The thought made me cautious, and I kept a sharp lookout ahead. My fears proved correct, for we had not gone far when a bright flash of lightning brought into bold relief against the black sky a number of freight cars which the wind had carried off a side track and piled up promiscuously on the main track. But being ready for just such an emergency I pulled up in time to avert a catastrophe."

"Do you find engines in these days easier to handle than when you first took hold of the lever?"

"Oh, yes. There have been so many improvements of late years that a locomotive is much easier to run. It is much easier to get up steam. The use of coal instead of wood tends to this result; and then the patent injector is a great improvement over the old pump. The automatic air-brake is a great help, and there are many minor improvements being constantly brought forward—all of more or less utility—which lighten the labor of an engineer. Some roads use a patent bell-ringer which is run by steam, but I never took kindly to it. It proved a source of annoyance more than anything else."

"I suppose there has been a great change of style in engines in the last twenty years?"

"Yes, they are much heavier, for one thing. In the old days a locomotive had to pull only three or four cars. One with a 15-inch cylinder and 22-inch stroke, weighing 28 to 30 tons, was sufficient. Now trains are made up of fifteen to twenty cars, and the weight of the locomotives has been increased to about 46 tons, with an 18-inch cylinder and a 24-inch stroke. An engine with the tank all loaded and ready to start on a run will weigh 75 tons."

"Have engineers improved as much as the engines?"

"Decidedly, yes. In the old days an engineer was nobody unless he was one of the boys. He was expected to be 'hail fellow well met,' with everybody, and the amount of whisky a first-class engineer could consume in a night was something fearful to contemplate. Now, however, drinking is absolutely prohibited. While the 'boys' were good in their day, there are many who would not do for these times. They are a better educated class of men in these days than they were formerly, for they do not spend their spare time in carousals. But still you will find them a jolly set withal."

"Is it necessary to be a practical machinist to be a first-class engineer?"

"By no means. The very best engineers are those who are first wipers' at the round-house, next firemen, and are finally put in charge of the locomotive. By constantly being about an engine they become familiar with the different parts, and soon learn how to handle it, provided, of course, that they take an interest in the business."

"What is the average time of an express train in these days?"

"Including stops, about thirty miles an hour. There have been some remarkable bursts of speed, however, but those were on extra occasions. Phil O'Neil, who runs the Omaha express over the Northwestern, carries the horns in this regard, I believe. With the Wabash, he brought a party of directors from Clinton, Iowa, to Chicago, at an average speed of a mile a minute for 138 miles. This was in 1884. Preston, another Northwest-

ern engineer, made a record when he took the Jarrett & Palmer troupe from Chicago to the Bluffs, when they were on their way to San Francisco. He left Chicago at 10:30 P. M., arriving at Clinton, Iowa, at 1:10 A. M.; left Clinton at 1:15 A. M., and reached Boone at 6:31 A. M.; left Boone at 6:40 A. M., and reached the Bluffs at 10 A. M. That means he made the run of 488.5 miles at an average speed of 46.45 miles per hour. That was great run."—*Chicago News*.

NEW SLEEPING CARS.

The New York Central Sleeping Car Co. will build 40 new cars for use on the West Shore road, and the contracts are now being let. Twenty cars now in use will be removed. In an interview with an *Inter-Ocean* reporter President Webb said that the new cars would be built according to a new pattern, which allowed the usual double berths with center aisles, but containing six staterooms in the center of the car, with an aisle at the side of the car, thus breaking any draft. These six staterooms will be so constructed as to allow of their being converted into three double rooms with four berths each. There will be two toilet rooms for ladies, and three lavatories for gentlemen. Cars of this style will also be used on the New York Central's limited trains between Chicago and New York. Still another new style of car will be used on the morning run between New York and Buffalo, of the Central's limited train, to be changed for a sleeping car at Buffalo. This will be a chair car, in the center of which or on one side will be two staterooms for invalids or ladies desiring to travel alone.—*National Car and Locomotive Builder*.

RAILWAY COMMISSIONER.

An agitation has been started in Iowa to make the office of Railroad Commissioner elective instead of being filled by appointment. Iowa has been noted for having particularly able railroad commissioners, men whose labors to effect justice and maintain harmony between railroad companies on the one hand, and the citizens of Iowa on the other, have been rewarded with eminent success. A change in the methods of selecting these officers is almost certain to be a change for the worse. The peculiar qualifications that enable a man to maintain the interests of passengers and freight shippers while doing fairly toward railroad companies, are not likely to be possessed by a man who is deeply enough versed in political manipulations to steer a nomination and secure the votes that decide an election. So far the position of Railroad Commissioner in Iowa has entailed hard actual

duties. It is most undesirable that a change should be made which would require these officers to devote more time to political fence mending than to laboring to have the people of Iowa treated fairly by the railroad companies.—*National Car and Locomotive Builder*.

COST OF CARS.

A first-class standard 8-wheel American locomotive, with automatic train and driver brakes, is worth about \$7,000. A modern sleeper, with 42-inch steel-tired wheels, 6-wheel trucks and steel axles, is worth about \$10,000. A parlor car, with 42-inch steel-tired wheels and steel axles, toilet-room and upholstered chairs, is worth about \$5,800. A first-class coach, with toilet-room, patent car warmer, 42-inch steel-tired wheels and steel axles, is worth about \$5,500. A second-class coach, with 33-inch steel-tired wheels and steel axles, and patent car warmer, is worth about \$4,200. A postal car of modern design, with 42-inch steel-tired wheels and axles, is worth about \$3,000.

A 50-foot baggage car of modern design, with same running gear, is worth about \$2,800. A standard 34-foot box and stock car, with swing motion trucks and cast wheels and iron axles, is worth about \$400. A coal car, with same trucks, is worth about \$325. A standard flat car is worth about \$300. Cabooses are worth from \$800 to \$1,200, owing to the build.—*Bee Line Gazette*.

CAR COUPLERS.

The Hien car coupler is to be put on the freight cars of the Northern Pacific road. That company has ordered 1,000 of these couplers, and will place them on its cars as quickly as possible.

In Boston, Jan. 3, there was a hearing before the Committee on Railroads of the Massachusetts Legislature on the application of certain parties interested in car couplers, who asked for legislation providing that railroad companies be allowed to adopt any coupler they wish, provided only that it did not require brakemen to go between the cars to couple or uncouple. The applicants presented their arguments, and Judge Russell, Chairman of the Railroad Commission, appeared in opposition. A number of the railroad companies were represented by counsel, but took no part in the hearing.—*Railroad Gazette*.

THE CHICAGO STRIKE.

What will be the outcome of the switchmen's strike in Chicago, the dispatches this morning give no indication. There was no trouble yesterday because no attempt was made to run freight trains; but the strikers were preparing to renew the contest if freight trains were run to-day, and no doubt our dispatches this afternoon will give an account of further trouble.

There can be no justification for the occurrences of Saturday, and it is likely that many of the men engaged in them will be punished. The switchmen have a perfect right to strike, and to prevent by peaceful means other men from taking their places. But they have no right to seize engines and cars and make war on the company, nor to resist the public authorities. It is such conduct that makes many people class striking working men with Anarchists, and withdraw all sympathy from them.

The grievance of the Chicago switchmen is understood to be the retention in the employ of the company of eight non-union men. If it were a question of wages, or hours, or hardships of any sort, more public sympathy would be felt with them. We do not deny the right of labor unions to protect themselves, and the refusal to work with non-union men may be a necessity of self-protection; but the sense of fair play is violated by an attempt to compel by force the dismissal of men who do not belong to the union. This is a free country, and the freedom of men to refuse to join unions must be respected. It is a peaceful right in which the State is bound to protect them.

It is to be hoped that the Chicago difficulty may be amicably settled; but the strikers seem to have put themselves in the wrong by their conduct, and the prospect of their gaining their point is not good.—*Elmira Gazette*.

TRAIN ORDERS.

EDITOR MONTHLY:—Order No. 1 is a running order only; order No. 2 is a regardless order, and only affects the running of train 657 and engine 530. Orders Nos. 1 and 2 do not have anything to do with each other. G. H. B. does not say what right a red flag has. There might be a rule changing orders when meeting a train with red signals. Engine 530 has an order to run to Grafton, which only gives them a right keeping clear of all regular trains, then receiving an order to run to Grafton regardless of 657. This order gives them a right over 657 only, then receiving a time order until 11 P. M. to make Central for 657. Engine 530 has a right to proceed after 11:05 P. M., for order No. 3 expires at 11 P. M., and orders Nos. 1 and 2 do not expire until engine 530 arrives at Grafton. Orders have been recalled.

Yours in P. F.,

A SCHOOL BOY.

GRAFTON, W. VA., June 18.

EDITOR MONTHLY:—Here we are again from Knobly Division No. 183, situated at Keyser, the terminus of 2d and 3d divisions of the B. & O. R. R. This is a pretty little railroad town up on the mountains. Our Division is composed of about thirty-five members in good standing, and as our Chillicothe correspondent says, men of push and energy. If the readers of the MONTHLY could see us pushing our hogs (as we call our fifty-ton eight-wheel connected single pony-truck wheel Mogul engine) up the mountains, they would think we had some push; but if they could see us attacking our *grub* pails (and its attacks are hard and frequent) they would naturally think we were imbued with more energy than push. Well, the pure mountain air and water account for it.

The B. & O. R. R. Co. have recently made big changes from the old rules and systems. They have adopted mainly Western styles. Whistle, flag, hand and lantern signals have all been changed, and a time card or schedule has been adopted instead of our old book.

I spoke of our *hogs*. I will remark that if some of our prairie railroad brothers would come over here in the mountain they would open their eyes wider than the Gulf

of Mexico to see so much machinery in one pile. They would think there was enough of it, if divided up, to *stock* a Western road.

Well, now in regard to my orders Nos. 1, 2 and 3 in June number of the MONTHLY: No. 1 makes engine 530 an extra only, she will avoid regular trains; No. 2 gives engine 530 regardless rights over all sections of 657, they keeping out of engine 530's way; No. 3 gives only first section of 657 until such a time to come to Central for engine 530, thereby setting order No. 2 by against the first section of 657 only until 11 o'clock P. M. after that time order No. 3 is void, and No. 2 comes in force again. Engine 530 does not side-track, but waits at Central until 11 o'clock, and then proceeds on order No. 2. No. 3 does not destroy No. 2, if it is made and corrected at a later hour. It only sets it aside until the expiration of the time order (No. 3), when we again take up the former order No. 2, which again comes in force to the end of the division, unless taken from us.

Well, now 602 is an express East bound; 657 are freight West bound. Kanawha is a telegraph office ten miles from Parkersburg, and Cornwallis thirty miles from Parkersburg; 601 is an express bound west, and due at Parkersburg at 602 3, leaving time 2:30 o'clock A. M. Now 1st 657 gets an order at Cornwallis to run to Parkersburg regardless of 602, and in advance of 601; 1st 657 runs to Petroleum, and gets an order to meet 602 at Kanawha by or before 3 o'clock A. M.; 1st 657 goes in siding at Kanawha before 3 o'clock. Now, after 3 o'clock what will 1st 657 do? 601 is overdue, following 657, and the first order has not been destroyed, but carries 657 (first section) to end of division.

Have just received July, and in answer to Bros. W. J. L. and N. E. D., I will say, according to the B. & O. system of railroading, they are a little "off," as is also the MONTHLY, who thinks they are *too easy*, but if the *Journal* was here awhile it would think they are not so easy after all. Now, MONTHLY and brothers, we run in convoys of eight and ten sections sometimes, and on single track, each section carrying red signals, except the last section, which is white. Well, each section has its engine, full crew and caboose, and sometimes several hours apart. How would we ever get our trains over the road, if an opposing train should have to lay for all sections at the point she meets the first one at? Our rules say the company reserve the right to vary from the time book or card, as they see fit, and also that telegraph orders set aside the card until the expiration of the order. Again, brothers, if we have an order running to the end of the division for instance, another order to an intermediate point at a certain time sets aside the former order until the expiration of that time only when it is null and void, and we again take up the former order and proceed. Well, now, if the worthy brothers had charge of 2d section of 657 at Grafton, and were called out four or five hours after 1st section 657 had gone (on order to meet extra engine 530 at Central by or before 11 o'clock P. M.) they not knowing of course, and have no right to know what orders the 1st section has, train dispatcher will give 2d 657 a copy of the same order that extra engine has, which reads: Thus extra engine 530 will run to Grafton *regardless* of 657. What will you do, brothers? Will you pull out and go, because the first section has gone? No, my brother, the B. & O. is like the girl that could not throw a stone, she is not *built that way*. It is well for R. R. men when they think an order so easy to place themselves on the opposing train with a copy of the order at the same time, remembering that a train dispatcher can make an extra out of any train, or run any train regardless of another, or even run a hand-car regardless of a passenger train (as I have seen it done in more than one instance), and it may throw more light on the orders. In Bro. N. E. D.'s train order in July MONTHLY, if I had No. 5 after receiving 2d order to meet No. 4 at 13, after she came I should proceed to D. to meet No. 4 extra, as that part of the order was not changed, and is good until met at D. I would use both orders—the 2d order to meet No. 4 at 13 and the 1st to meet No. 4 extra at D.

G. H. B.

[We are still somewhat in the dark, as G. H. B. does not give the rule governing signals, but we suppose that it is the one in general use, viz: "Trains following a

red signal will be considered a part of, and have all the rights of the train carrying the signal," and consequently as far as rights are concerned, it makes no difference as to the right to road, whether the different sections of a train are ten minutes or ten hours apart, (unless there is a rule providing that when a train becomes a certain number of hours late it loses all right to the road), and No. 657 does not arrive at its terminus until the last section is there. Bro. B. says that "an order to an intermediate point at a certain time annuls the former order *until the expiration only, when the former order again takes effect*. In reply to this we refer to page 311 of the May number, and repeat our opinion that it certainly is a very dangerous method. Again, Bro. B. contradicts himself, as he says (and correctly), in the case of No. 657 on his own road, he would *not* go when the first section arrived, carrying signals, but in the case given by N. E. D., he *would*, and the probabilities are, that if he did he would meet the second section of No. 4 between B. and D.

Now, in his case at home, for convenience we will repeat the orders:

Order No. 1, April 18, 1886.

Dispatcher, Parkersburg.

Engine 530 will run to Grafton.

Extra.

Correct.

6:30 P. M.

J. B., Dispatcher.

Order No. 2, April 18, 1886.

Dispatcher, Kanawha.

Engine 530 will run to Grafton, regardless 657.

Correct.

7 K. P. M.

J. B., Dispatcher.

Order No. 3, April 18, 1886.

Dispatcher, Cornwallis.

Engine 530 will meet 1st sec. of 657 at Central by or before 11 o'clock P. M.

Correct.

8 K. P. M.

J. B., Dispatcher.

657 is west bound, consisting of several sections.

Now, certainly No. 657, or at least the first section, will receive a copy of order No. 2 and later a copy of order No. 3, order No. 2 holding 657 at Grafton for engine 530, while order No. 3 permits them to run to Central, wait there until 11:05 P. M. for engine 530, and then proceed regardless of it, but, by the understanding of Bro. B., at 11 P. M. order No. 3 expires, and No. 2 revives, and engine 530 has a right to run to Grafton regardless of No. 657, and if first section of 657 cannot reach Central by 11 P. M. it must keep out of the way of the wild engine. If the B. & O. is "built *that way*" we think it an extremely poor way. In our opinion order No. 3 should be, "Engine 530 can have until 11 P. M. to make Central for 657," and if it was the intention of the dispatcher to run first 657 to Central without affecting order No. 2 so far as other sections were concerned, order No. 3 should have been, "First section of No. 657 can have until 11 P. M. to make Central for engine 530," then there would be no opportunity for misunderstanding.—Ed.]

A LEFT-HANDED YARD ENGINE.

There is now being constructed in the locomotive shops a "left handed" switch engine. This may seem a trifle strange to most people, yet such is the case. It is made after style of the five new switch engines recently made here, but instead of the engineer sitting in his usual place on the right-hand side of the cab, the situation will be reversed and he will occupy the left hand or fireman's side. The engine is for use in the upper end of the Aurora yard, where the tracks curve so that the signals are obliged to be given on the left hand side of the engine. As it is now with the ordinary engine, the fireman is obliged to receive the switchman's signals and transmit them to the engineer, thus making a delay and liability to accident. With the new engine the engineer can take the signals himself, and thus be responsible for correctly understanding them.—*Aurora (Ill.) Beacon.*

YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

Edwin M. Carter, Esq., President of the Yardmasters' Mutual Benefit Association of America, and the subject of this sketch, was born in Wilmington, Delaware, in 1857, and is consequently now twenty-nine years of age. His parents were born in the adjoining



EDWIN M. CARTER.

States of New Jersey and Pennsylvania, but moved into the State of Delaware in their early youth, many years previous to the birth of the aforesaid subject. Mr. Carter, the younger, was educated in the public schools of Wilmington, after leaving which he learned the business of coach trimming, but after working at the above business some two or three years, and finding it uncongenial to his health and inclinations, abandoned it and secured a position as clerk in the yards of the P. W. & B. R. R. Co. at Wilmington Feb. 10, 1880. Being naturally smart and intelligent he rapidly advanced to the position of Assistant Yardmaster at that point, which position he now holds, being first assistant to Mr. C. H. Cantwell, the General Yardmaster at Wilmington. Through this yard to which Mr. Carter is attached, are moved daily about one thousand cars of freight, principally of the perishable class. All the luscious sweetness of the peninsula of Delaware and Maryland, which during

the summer season consists of millions of baskets and crates of peaches, berries, etc., destined to tickle the fastidious palates of the East, West and North, passes through and are handled by the railroad men in this yard. Perhaps this class of freight has a tendency to produce a certain effect upon all who handle it, and hence our friend Carter is by contact made "just too sweet for anything," to use a feminine phrase. We will wager a basket of peaches or a year's subscription to the MONTHLY that the above is the opinion of all the ladies who have the pleasure of Mr. Carter's acquaintance. But as Mr. Carter is already a married man, the above is *sub rosa*. In politics Mr. Carter belongs to the reputable minority in the State of Delaware. In other words, he is a Republican. We believe, however, that he has never taken a very active part in any political movement. In religion he is a Baptist, and has been a member of a church of that denomination in Wilmington since 1875. He has been an active and consistent Christian since that time, and is at present the Assistant Superintendent of the morning Sunday School of the Second Baptist Church of his native city. In addition to the above he is also Secretary of the Wilmington City Baptist Sunday School Association. Among Mr. Carter's virtues is that of temperance. He does not touch stimulants in any shape. This of itself among railroad men is certainly a virtue, enough so to make

it remarkable. In stature he is of the medium height, and of dark complexion, his hair and eyes being almost jet black, a well shaped head, sharp features, and of slim build, indicative alike of both physical and mental activity, complete the description.

Mr. Carter has been a member of the Yardmasters' Association since the organization of Division 37 at Philadelphia in November, 1884, when he was elected First Vice-President of the above Division. At the annual meeting in May, 1885, he was chosen President, being also chosen a delegate to the eleventh annual convention held in Philadelphia in June of that year. Here his abilities were immediately recognized by the delegates to that convention, and he was elected to the office of Second Vice-President of the Association. Mr. Carter was also a delegate to the twelfth annual convention held at St. Paul in June last. On the convention going into a committee of the whole for the purpose of revising the constitution and rules of the organization, he was by a unanimous vote made chairman of the meeting, and presided over the deliberations of the committee with dignity and ability. Although a stranger to a great many of the delegates, his executive ability and presiding genius was quickly recognized and duly appreciated, and in the election of officers which followed Mr. Carter was elected President of the Yardmasters' Association of America on the first ballot, over a number of older railroad men and better known members. Although Mr. Carter did not seek the office, and was (as was well known to his friends) averse to accepting a nomination on account of his youth, we have no doubt the compliment was duly appreciated both by himself and his fellow delegates from Philadelphia, and we venture to say that his incumbency of the office will reflect credit not only on himself but upon the order at large. For a young man of twenty-nine years to be elected to such an office in an organization where there are scores of older railroad men, and all of them of marked ability, is no mean compliment, and we feel confident in saying that Mr. Carter's popularity will not turn his head, and that at the expiration of his term (although heavily handicapped by the new constitution, which requires a thorough medical examination of all applicants for membership into the Y. M. M. B. A.) he will have the satisfaction of knowing that his administration of affairs will compare favorably with that of any of his predecessors.

PHILADELPHIA, PA., July 10, 1886.

EDITOR MONTHLY:—The twelfth annual convention of the Yardmasters' Mutual Benefit Association is now a thing of the past, and its work is now before its members to stand the test of criticism, friendly or adverse, as the case may be. It has made new laws elected new officers, and generally speaking, has started out on a new career. Will its new laws have a tendency to increase its membership, in a ratio corresponding with its increase of the last three or four years? Will its new officers work as hard and take the same interest in its affairs as its old ones? In answer to the first question, I am inclined to think that some of the laws passed at the twelfth annual convention will have a tendency to retard its numerical growth. Most of the members are aware by this time, that one of its laws prevent persons of the age of fifty years or upward from becoming members, while another compels all applicants for membership to undergo a medical examination. While I approve of both laws, and also of their being rigidly carried out, I am of the opinion that at the expiration of the present year the increase in membership will not compare with some of its immediate predecessors. One thing in that connection the convention failed to do, and that was to make a law compelling all sub-divisions to choose *their* own medical adviser. The neglect to do this still leaves a loophole for a candidate to get into the organization on the strength of a certificate furnished by *his* own chosen medical adviser. I would respectfully suggest (not officially nor inspired, but as an individual member) that all sub-divisions compel all applicants to undergo examination by a

physician appointed by the Division in which he seeks membership. I know of at least one Division which has already taken steps in this direction. Let us all then, at least give the laws in this respect a fair and square trial, and await the result. If it does not increase the membership it will at least decrease the number of assessments, and this is a "consummation devoutly to be wished." In regard to the officers, particularly that of President, it is extremely doubtful if we shall ever again have a President who will do so much or work as hard to build up the organization as the one who has just vacated the chair. Mr. Campbell has worked hard and indefatigably with the above object in view, and deserves the thanks of all members of the Y. M. M. B. A. for his successful efforts. I take pleasure in thus publicly adverting to the fact, and in assuring him that at least *one* member appreciates his efforts. "Honor to whom honor is due." Mr. Carter is a comparatively young man, and lacks the experience in the Order, which Mr. Campbell has had. But he is active and energetic, and takes a deep interest in the organization, and I have no doubt that at the expiration of his term his work will not be barren of results. Let us at all events lend him a helping hand, and "put our own shoulders to the wheel," and I am sure that we can by doing so assist him in making his administration a success.

The trip to St. Paul and return, the uniform courtesy of the various railroads over which we traveled, the kindness and generosity of the Pullman Palace Car Company toward us, and "last but not least," the cordial hospitality of the people of the great Northwest, are subjects which have elicited the highest praise from all returned delegates in this section of the country, and indeed from every other quarter so far as heard from. As far as words can convey ideas, the members of the Yardmasters' Association in this city have conveyed their ideas of the reception accorded them by the brothers at St. Paul and Minneapolis, by returning them their hearty thanks. At the first meeting of Division 37 held after the return of the delegates, the official thanks of the above Division were tendered to the Yardmasters of the above cities, the delegates themselves speaking in the warmest praise of the treatment they have received. The banquet at the Merchant Hotel, the excursion to White Bear Lake, together with other little social pleasantries by individual members at St. Paul, will (the brothers of that city can rest assured) be long remembered by the Eastern delegates.

The trip to Minneapolis on the 12th, with the pause at Minnehaha Falls, where his worship Mayor Ames, on the threshold of the above beautiful city, extended to us its hospitality and freedom, with Minnehaha in the background laughing and leaping its approval, forms a picture in the mind's eye not soon to be forgotten. His Honor's attention to the party while in Minneapolis was not one of those strained and formal affairs which a gentleman in his position is always supposed to have on hand for special occasions, but a whole-souled, hearty affair which makes everybody feel at home. He's a jolly good fellow, and the worst luck the delegates can wish him is that when they next hear of him he may no longer be Mayor of Minneapolis but Governor of Minnesota, to which position 'tis said he casts a longing eye. The drive around the city, the visit to the vast milling establishments, where are ground annually six million barrels of the staff of life, opened the eyes of the delegates to the capabilities of the great Northwest. Little did that grand old American poet, William Cullen Bryant, think, when he dreamed those beautiful and majestic lines—

"I hear the tread of pioneers,
Of nations yet to be,
The first low wash of waves, where yet
Shall roll a human sea.
The rudiments of empire here
Are plastic yet and warm,
The chaos of a mighty world
Is rounding into form,"

that perhaps a couple of generations would see this poetic dream crystalized into a reality. "Westward the course of empire" does take its way, and no better evidence of the fact can be found than in the State of Minnesota. Socially, morally and physically the twelfth annual convention held at St. Paul has been a success. Who will say that it has not been so, when a delegate who went there suffering from loss of appetite can now at one meal get away with a mule and a bushel of greens. Who will say that morally it has not been a benefit, when a Yardmaster is heard swearing "by Gemini," in honor (it is presumed) of the twin cities on the banks of the Mississippi.

On our return trip home we were met at Chicago with the mournful tidings of the death of Mr. Taylor H. Grant, Assistant Yardmaster at Altoona, Pa., and Secretary of Division 53 Y. M. M. B. A. of the above place, after an illness of only two weeks. Mr. Grant has been in the employ of the Pennsylvania R. R. for a period of eighteen years, filling the positions of brakeman, conductor and assistant yardmaster. He was very highly respected in Altoona, which was shown by the fact that notwithstanding a heavy rain storm his funeral was one of the largest ever seen at that place. His remains were accompanied to the grave by members of the Odd Fellows, Knights of Pythias, Yardmasters, Railroad Mens' Christian Association, and other organizations, of all which he was a member. The floral tributes to the memory of the deceased were many and beautiful, the principal one representing a railroad car with a broken coupling. Mr. Grant leaves a wife and two young children to mourn the loss of an affectionate husband and father.

President Carter is about to issue a circular to all Divisions of the Y. M. M. B. A. (a copy of which will be sent you), calling the attention of members to the fact that the CONDUCTORS' MONTHLY has been made the "organ" of the Yardmasters' Association for another year, and soliciting in its behalf the cordial support of our members. Members will be asked to contribute items of interest to the Corresponding Secretary for publication in its columns, and will be assured that the MONTHLY will do all in its power to advance the interest of the Yardmasters' Association, expressing the hope also that the members will reciprocate the kindness by trying to make the MONTHLY a success.

Mr. A. A. Wrede, of the Southern Pacific Company, of San Francisco, passed through Philadelphia on the 8th inst. on his way home. He had been a delegate to St. Paul, and had extended his trip to New York to visit old friends and relatives. He is very highly elated with the courtesies that have been shown him by the railroad men of the East, and speaks in very enthusiastic terms of the treatment he has received. I had almost forgotten to mention that Mr. H. M. Butler, of Pittsburgh, has been the recipient of a vote of thanks from Division 37 for the many courtesies received at his hands during the trip to and from St. Paul. Mr. Butler is a "brick," and deserves the special thanks of every delegate for his voluntary kindness in securing transportation, and otherwise contributing to their comfort and convenience.

I inclose in this letter the official thanks of the President to the brothers at St. Paul and Minneapolis for their unbounded hospitality during our sojourn among them. Hoping to hear from members of the Association throughout the country ere I write you again, I remain,
Truly yours, WILLIAM BAIRD, Corresponding Secretary.

WILMINGTON, DEL., July 2, 1886.

TO THE MEMBERS OF THE YARDMASTERS' MUTUAL BENEFIT ASSOCIATION OF ST. PAUL AND MINNEAPOLIS, MINN.:

Brothers—It affords me much pleasure on behalf of the Yardmasters' Mutual Benefit Association of America, to officially thank you for the very kind and hospitable manner in which you socially entertained the delegates to the twelfth Annual Convention of the

Railroad Yardmasters' Association, held at St. Paul during the second week of June, 1886. I deem it a special favor to be the medium through which the above Association can concentrate its united and unqualified thanks, and to assure you that your efforts in entertaining the delegates and their ladies have been thoroughly appreciated by all who participated therein.

From every section of the country, East, West, North and South, wherever a delegate hailed from, one unanimous and unbroken voice goes out in praise of your princely hospitality.

Permit me, then, in again thanking you, to express a hope that the re-union of Railroad Yardmasters held at St. Paul and socially extended to Minneapolis may be instrumental in building up our organization, and binding together in closer social and fraternal ties the Yardmasters of America, and in this event to you brothers, of St. Paul and Minneapolis, shall be ascribed your full and well-earned share of honor.

Yours respectfully, EDWIN M. CARTER, President Y. M. M. B. A.

WILLIAM BAIRD, Corresponding Secretary.

YARDMASTER'S MUTUAL BENEFIT ASSOCIATION.

UNITED STATES AND CANADA.

OFFICE OF SECRETARY AND TREASURER,

HARRISBURG, PENN., June 24, 1886.

EDITOR MONTHLY:—As silence has been our watchword as yardmasters here in the central part of the Keystone State, and thereby preventing us from having anything to say through the columns of the MONTHLY, I cannot withhold any longer, and will say that Harrisburg Division 62 is getting along very nicely. It is now about one year since a delegation from Division 37, Philadelphia, came to our city when our Division was organized with twelve members. Since that we have increased to the number of seventeen. There is one difficulty that we have, and that is our members are not active enough in attending our meetings, which I consider is an important duty, to make our Division a success. It should make every brother realize that it is a duty that they owe to the Order, and especially to the Division No. 62. Our prospects are good for an increase of membership. There are yet many yardmasters on different roads centering here, who should have joined us, but they have deferred it. It will require a little active work on the part of those that are members now, and we shall be increased largely. I do not wish to take up much of your time and space. I have said sufficient to show that Division 62 is still in existence. W. W. D.

EDITOR MONTHLY:—I received the MONTHLY O. K., and as I looked over the list of delegates at our last meeting at St. Paul, I see you failed to put my name on the list, and put C. S. Hutchins on instead, who does not belong to my Division, and has not for the past two years. Will you please rectify this in your next issue. I can refer you to Mr. Wheaton and Mr. Sanger to prove that I attended the meeting, and would like to know why my name was not among the list of delegates, as I was the only member from Winnipeg.

Yours truly, H. E. RAFFERTY,
Y. M. M. B. A., Div. 34.

[The list of delegates was printed as given us, and the name of the delegate from Div. 34 was probably inadvertently omitted by our correspondent. Certainly it was not omitted intentionally.—ED.]

EAST SAGINAW, July 4, 1886.

EDITOR MONTHLY:—As secretary of Div 67 of Y. M. B. A., I take this opportunity of giving you the news in this part of the country. First, I will say business is good here for this time of the year. Our freight is mostly lump salt and saw-logs. We have from five to nine log trains per day from the North Woods with thirty-five cars each, and with that and the regular business everything is kept moving. The F. & P. M. R. R. has four cities that have yardmasters and their assistants—East Saginaw, Bay City, Ludington and Flint. So you see we have our members from all these places. We organized June 1, with nine members, and held our second meeting at Flint last evening. We have good members, but we are small and have not much show of getting much bigger. I will give you the list of officials and name and place. W. F. Potter, Div. No. 67, meets at East Saginaw, Mich., the first Sunday in each month; Daniel Gibson President, H. J. Haack Vice-President, N. H. Slade Secretary and Treasurer. At the meeting last night I spoke of taking the MONTHLY, and I think they will all take it. I was instructed to write you and see if you made any reduction where a club of seven or nine all sent together. Our general yardmaster at East Saginaw leaves on the 15th for a month's leave of absence. He goes through the South and East, taking in Long Branch and the seashore. His name is Dan Gibson, President of Div. 67. I was the delegate to St. Paul. I was surprised to meet so many intelligent men, and a more honorable body I never met. A man should be proud to belong to such an association as the Yardmasters' M. B. Ass'n, and I pledge my word to do all I can to aid the cause. How is my friend Mr. Wheaton? He said he would be here before this, but I expect he has been called to more needed places,

I remain yours,

N. H. SLADE, Sec. and Treas.

THE STRIKE OF 1867.

A friend of the *Post* sends in the following copy of verses from a MS. nineteen years old, which the whirligig of time brings in season again:

DER SHDRIKE; UND VAT GOOM OF IT.

Der fellers goom on vrom New York,
Smooth Heinrich und Schlibbery Mike;
Und dey say ve pe gowards und vools,
Unless ve all choin in deir shdrike.
Ve not like do pe called by dem names,
So ve do as der New Yorkers said;
Ve lay down der dools in der schop,
Und ve dake do barading inshtead.

Our gommittee den say do der boss:
"You musht give us doo hours in der day
Shoost vor shtudy und pooks," dough we
knew

Dat dey only meant loafin' und blay.
Vell, deir gondtracts vas made, und of gourse
Dey had do agree do der hours;
Put ter tuyfel begun do be blayed
Ven der oder drades all voller ours.

Der schneiders dey vent on der shdrike,
Which put up der brice on der clo s;
Der boots und der shoes voller suit,
'Dwas surprising how efery ding rose.

Der grocers vas vorced do adfance,
Pegause deir expense vas so high;
Der loaves dey vent shsmaller as nix,
Und der meats dey vent up do der sky.

Der doctors dey raise on deir bills,
Pegause oder dings vas so dear:
Put der vorst ov it goom on dat day
Ven dey put up der brice ov der beer.
Ov gourse dey adfance on der rents,
As der houses adfance on der cost;
Und der money I had in der pank,
I fery soon find he vos lost.

Py loafin' apout dem doo hours,
Mein oltest poy Hans dook do trink.
Und der oders dey lie round der shtove,
Dill dey lazy as peggars, I dink.
Mein vages pe shoost as dey vas,
'Vore I listen to Heinrich and Mike,
Mein expenses pe pigger as dwice,
Und dat is vat goom ov der shdrike.

—*New York Post*.

MENTIONS.

—Many communications are omitted this month for want of room. We will try and publish all next month.

—Sierra Nevada Div. No. 195 was organized July 6 by Deputy Grand Chief Conductor C. H. Post, at Sacramento, Cal., and starts out with bright prospects.

—Mr. Joseph Sanger, the efficient Grand Secretary of the Yardmaster's Association, made us a call on his way through the city. He is always a welcome visitor.

—We regret we were not "at home," when Mr. I. S. Copeland, of the *Elmira Tidings*, called. We were renewing our youth by looking after "a job of braking" at Burlington.

—We noted in attendance at the American Train Dispatcher's Convention the portly form of W. R. Leflet, of the *Toledo Railroader*. He did not call on the MONTHLY, however.

—S. A. Hunn has gone to see how they railroad over the water, having sailed for England last month, to be gone some two or three months. The MONTHLY joins his numerous other friends in wishing him a safe and pleasant trip.

—What one cent will do. Send your name and address on a postal card to the M. E. A. Co., 1267 Broadway, New York City, and obtain full particulars of a positive cure for nervous debility, and all sexual weaknesses without medicine.

—Terre Haute Division 92 gave a steamboat excursion to Merom June 27, and the MONTHLY was the favored recipient of a card. We have not learned the result as no report has been received, but think it safe to assume that it was enjoyed by all.

—Escanaba Division No. 86 gave an excursion June 27 for the benefit of the widow of Bro. P. Dixon, of that Division, who lately died of consumption. We learn incidentally that something like \$800 was cleared, and congratulate them on their success.

—Ed. Coman sincerely thanks all who so kindly and efficiently assisted in the organization of Brookfield Div. No. 194 which was organized last month. We do not print the thanks in Eddie's own language, because readers might think he was "foolin'."

—Conductors with savings to invest will do well to investigate the plan of the Dakota Mortgage Banking Co., whose ad. will be found on ad. page 9 in this number. We are personally unacquainted with this company, but they give excellent references, among them Bro. Pechin, of Division 121.

—There are some 400 of the strikers on the Missouri Pacific Railroad under arrest for various offences, about 100 of whom have been convicted and sentenced. It is said that every one of these men is a member of the Knights of Labor. This does not argue well for the Knights as supporters of law and order.—*Ex.*

—We hear occasionally of the abuse of the Division card; that members holding them do endeavor to make an improper use of them occasionally is probably true, but we are of the opinion that the member who called on us lately and wished to "pay his fare" on the elevator is not one of those.

—The attention of readers is called to the advertisement of the Comet Medicine Co. on ad. page 9 of this issue. Any one needing anything in their line can rely on finding them thoroughly reliable. In writing to them or any other firm advertising in the MONTHLY, say you saw their ad. in the MONTHLY.

—W. H. Fawcett wishes to procure Nos. 3, 4, 5, 6 and 7 of Vol. 1 of the MONTHLY,

and any one having them to spare will confer a favor by corresponding with him. His address is lock box 67, Pueblo, Col. Bro. Fawcett has a copy of No. 1, Vol. 2, that any brother can have by writing, and if he does not succeed in obtaining a full file of Vol. 1 he will let any brother have the numbers he has.

—They don't forget Belknap, as we learn from the following from an exchange: 'Friends of years ago grasped the honest hand of Conductor E. H. Belknap, the veteran railroad man, at the depot this morning. Belknap has a run between Galesburg and Rushville, but to-day changed runs with a brother conductor and renewed acquaintances along the line. Railroad men have all a tender spot in their hearts for Belknap. They respect and love him.'

—The Logansport *Sunday Critic* speaking of railroad conductors says that, outside of the purely intellectual professions, they are the most intelligent class of men in the world. The average conductor can talk intelligently with you on any subject from the philosophy of Plato down to the most simple problem of everyday life, and if you treat him with the respect due to a fellow being, he is the most agreeable companion outside your own home circle.—*Ex.*

—Our friend Peck, of the *American Railroader*, has become more neighborly inasmuch as he has moved right up next door to us, where we can run in and borrow an idea occasionally. (It will be unkind now for any one to retort that we need 'em often), and Bro. Peck has shed the light of his countenance on us within the past few days. He is a practical railroad man, and knows how to make a good paper for the boys. It is semi-monthly, and costs but \$1.00 per year.

—The secretary of Division No. 87 wishes the address of Bros. C. H. Rice and John Doonan; the secretary of Division No. 100, wishes the address of Bro. John S. Scott, last heard from on K. P. Div. of U. P. Ry., and the secretary of Division No. 107 wishes the address of Bros. Lon Harper, T. R. Smiley and Ed. Russell. Many members are careless in this respect. All should by all means keep the secretaries of their respective Divisions advised of their location and address.

—"Little Brown Caboose" Hunt, as he is widely known by many brothers, was married twenty-five years ago July 6, and some of his friends and neighbors remembered the fact, and on the evening of that day he was marched into the parlor by his daughter and found a "gang" of conductors and friends, and a speech was "fired" at him by Charley Everts, said speech being accompanied by a silver water set inscribed with the monogram of the Order, and "1861-1886. Presented by Division No. 32, O. R. C." Water tastes good to Ed. now.

—We are pleased to see by the July number of the *Railroad Brakemen's Journal* that the Brotherhood are in earnest in their platform of opposition to strikes, and we congratulate it and its officers on the prompt and efficient action taken in the case of those who have violated its laws. As contrasted with the grandiloquent "I will expel" of Mr. Powderly, who immediately proceeds to do nothing as hard as possible, it is certainly noticeable. We are glad also to note the seeming prosperity of Bro. Bledsoe, and hope that it is not only in seeming but in truth and permanent.

—We regret to learn from our neighbor, the *Switchman's Journal*, that it was one of the victims of a late fire and that it was burned out clean, losing everything, including matter for its June number which was ready for the press. We congratulate them on their energy in appearing so early after their misfortune.

The above was written for the July MONTHLY, but by some oversight was omitted. Though we differ from the *Journal* we are not rejoiced by their misfortune, as they may have inferred from the fact that no mention has been made of it by us.

—Still another made happy. Bro. Tom Coggles, of Hartford Div. No. 50, who has

eagerly been looking forward for the time to come, was married June 15, 1886, to Miss Ella Fitzpatrick, of Wappingers Falls, N. Y. Tommy has been in the employ of the N. Y. & N. E. R. R. for some years, and is a hard worker. We all would be pleased to see him get a better train, or a daylight run at least. His run makes his lay-over at Fishkill, on the Hudson, where he with his wife have taken up their residence. The MONTHLY joins in hearty congratulations and best wishes for their future welfare.

—Inquiry is made for John Brayn or Brayne, as the name is sometimes spelled. When last heard from he was employed as a freight conductor on the C., M. & St. P. Ry. between Milwaukee and Prairie du Chien. He left to go to the Pacific coast, but whether for a visit or permanently is not known. His sister and other relatives are anxious to learn his present location, if alive, and anything regarding him if dead. Any one knowing anything of him will confer a great favor if they will kindly send information, either to the MONTHLY or to Rev. W. N. Allworth, 37 John street, St. Thomas, Ont.

—Among our many callers during the past month, we note C. H. Miller of Div. No. 2, H. K. Raymond, of No. 46; Fred W. Moore, of No. 49; T. C. Clifford and John N. Robinson, of No. 46, and both traveling "missionaries" in the interest of the traveling public and incidentally, the Wisconsin Central Railway; John Bollons and Fred C. Deyoe, of No. 76; J. L. Davis and A. B. Lawrence, of No. 112; G. A. Smith, of No. 98; W. N. Cooley, of No. 121, and J. D. Morgan, of No. 149. It would hardly be expected that "conductors" should forget to "register," but they frequently do, and the MONTHLY can't keep track of all "arrivals" unless they do.

—A few members of the Order know there is such a man as E. O. Soule, and all who have ever met him will not be surprised to learn that he was taken in hand by another association of which he is a member. He was eminent Commander of St. Elmo Commandery Knights Templar, and during the past few months his conduct has been such that the members of that body could not help but notice it, and after much consultation it was decided that some action was imperatively necessary on their part, and that it would not do to permit the chief officer of so prominent a body to conduct himself in such a manner without some decisive move on their part. Sir Knight Soule has lately been away from home for some weeks, and while absent, his conduct was no better than at home, and it seems the members of his Commandery were fully aware of it, for almost immediately after his return he was called upon to attend a special meeting. After other ceremonies were finished he was presented with an elegant ebony gold-headed cane, Sir Knight Weaver making the presentation in a few well-chosen words. We might add that Soule is *yet* Eminent Commander.

—Royal Division No. 51 gave a very successful picnic and excursion lately, running special trains from Texarkana, Fort Worth and New Orleans to Shreveport. The excursion was a complete success in every respect, and the Division is to be congratulated on its effort. An account reached us just a little too late for the July issue. We append a portion from the Fort Worth *Gazette*:

"After the races the Bristol cadets went through the manual of arms to the delight of the 2,000 spectators and acquitted themselves well.

"At night the grand ball took place. The pavilion was a scene of great beauty. The belles of Shreveport were all there, and the eighty odd conductors present showed their gallantry in the ball-room as in their trying positions on the trains. The ball is still in progress at midnight, with no signs of a speedy conclusion. A number of the excursionists return home at 1 o'clock, but the majority leave in the morning at 8. The conductors did not talk business, they gave the day entirely to pleasure; but they all say the *Gazette* is first in their affections. The city of Shreveport is greatly admired by all visitors who are glad to note that the city is on a new boom, a permanent and substantial boom."

—The excursion to Cleveland under the auspices of Union Division No. 13, Order Railway Conductors, proved to be as other trips under the same auspices have proven, the most successful event of the season. The train of ten fully laden coaches left St. Thomas at 7:35 A. M., (including several score passengers from Aylmer and a large allotment from London), and half an hour later the beautiful and well-equipped side-wheel steamer Saginaw, with six hundred passengers on board, started for Cleveland. Brass and string bands were on board and excellent dancing accommodation. Three hundred and twenty-five excursionists came from St. Thomas, 150 from London, 76 from Aylmer, and about 50 from Port Stanley. After a delightful trip of a few hours across Lake Erie, the boat landed in Cleveland shortly after noon. Forty of the excursionists chartered a couple of fours-in-hand and drove to all points of interest. Cabs and street cars were also in requisition and the party distributed over the city, taking in the sights of interest. Euclid avenue and Prospect streets and the Lake View cemetery, where President Garfield's monument is in course of erection, were visited. At 11:30 P. M. the Saginaw started on the return trip. The weather was perfect, and dancing was again resorted to. As the vessel neared Port Stanley at 8 A. M. this morning, Capt. Smith, in a few appropriate remarks, thanked the excursionists for their excellent behavior, and the management were also praised for the successful manner in which they conducted the excursion and looked generally after the welfare of the excursionists. The committee was composed of the following gentlemen: J. W. McFarren, chairman; J. F. McCarthy, secretary and treasurer; H. A. Neil, T. C. Jones, Ed. Moore.

The excursion was by all odds the most successful of the season, and all the excursionists are loud in their praises of Capt Smith, Purser Arnold and other officials of the "Saginaw," who left nothing undone to add to the comfort of their guests.

—The great union excursion of the Brotherhood of Locomotive Engineers and the Order on the line of the Erie Railway to Portage Park and Falls is past and gone, but will be one of the events always to be remembered by those who participated. Rev. H. W. Beecher and Mr. Arthur, of the Engineers, who were to have addressed the assembly, were unable to be present. The number of people present was at least ten thousand. After prayer by Rev. J. L. Taylor, of Waverly, C. S. Wheaton, of the Order, welcomed the guests in a few well-chosen words and introduced Rev. Thos. K. Beecher, of Elmira. We regret that we cannot find space for Mr. Beecher's remarks, but insert his excuse for the absence of his brother and the presence of himself:

"My long-time friend, Grand Conductor Wheaton, has told you but part of the story of your disappointment, and not less my own, because of the absence of my brother, whose presence you had a right to anticipate. That the engagement was made, that it has not been fulfilled, we all know; but why it has not been fulfilled has not been stated, nor can I state it with any authority, but I 'guess' that I know why he is absent; and why, within a week, he will set sail for England.

"You may remember that the British Parliament is about to be dissolved; the Irish question has been appealed to the people. My brother sees with enthusiasm the vision of what he calls *The reign of the common people*. Now my guess is, mark you, I say *guess*—for I have no knowledge whatever—my guess is that he who should be standing here, is going to England to take a hand in the approaching elections. You will agree with me that if, after centuries of accumulated oppressions and many-phased wrongs, there has at last come to Englishmen the faintest flutter of conscience and repentance, a Christian minister, that may have a hearing there, cannot be better employed than in quickening the palpitation to energetic throbs which sooner or later shall find expression in legislation remedial and constructive.

"So much by way of explanation and apology for the absent. But why should I be present? You may remember reading yesterday that the mad Bavarian King Ludwig had leaped into a lake and with his faithful physician was drowned, leaving the loyal Bavarians without a king. Straightway the royal house, family, and council proclaimed in place of the lunatic, his brother, the idiot, Otto by name, as lawful king. His *brother*, mark you! while the regent who had piloted the ship of state for the mad king, proclaims himself still in office, wielding the authority that belongs to the idiot king. You perceive the propriety of such an arrangement. The mad brother steps out and the idiot brother steps in. Further explanation would seem to be uncalled for."

In Memoriam.

"SLEEP AND DEATH, TWO TWINS OF WINGED RACE,
OF MATCHLESS SWIFTNESS, BUT OF SILENT PACE."

Blair.—Killed while on duty on the night of June 17, by his train going through a bridge near Kilgore, Bro. T. M. Blair, a member of Britton Division No. 138, and a conductor on the C. and O. Ry. It is but just and fitting that we, his brother conductors should make some public recognition of his many sterling virtues as a man, and also as a member of our Order, who always lived up to its motto to the fullest extent of the law, and was truly an exemplary member and citizen, enjoying the love and respect of all who knew him. Though the body of our noble friend and brother lies silent in the tomb and his pleasant face will never be seen again in our hall, in our hearts he will have a kind and lasting remembrance. Bro. T. M. Blair was born August 9, 1839, joined the Order of Railway Conductors April 13, 1885, died June 17, 1886.

Campbell.—Died at his home in Minneapolis, July 2, of inflammatory rheumatism, Bro. Robert Campbell, of St. Paul Div. No. 40, and an old employe of the C., St. M. & St. P. Ry., where he has been a conductor for the past ten years or more. Bro. Campbell leaves a wife and two children. The funeral service was conducted at the house, Sunday, July 4, at 10 A. M., by Rev. James M. Paterson. A large number of friends were present, including the many warm friends he had upon the C. M. & St. P. road, who showed their esteem and sympathy by their presence and by the beautiful flowers provided. It was a scene which none who were present will soon forget, as upon that bright, peaceful Sabbath morning, the simple service was conducted, while he, who but three weeks before had been upon his train—lay cold and still in death, and the wife and children, filled with sorrow, were weeping over their loved one.

Dunn.—Mrs. S. A. Dunn, wife of Bro. S. A. Dunn, of Milwaukee Div. No. 46. Appropriate resolutions were adopted by the Division.

Dale.—At the residence of her parents, May 27, Julia E., aged 21 years, daughter of Bro. James Dale, of Cleveland Div. No. 14. Appropriate resolutions were adopted by the Division.

Hailey.—It is with deep regret that we record the death of Mrs. Virginia C. Hailey, wife of Mr. L. L. Hailey, passenger conductor on the Mississippi & Tennessee Railroad. Mrs. Hailey died Sunday, July 4, at the family residence in this city, after a decline of several months. Her last hour was one of perfect peace and tranquility. That dread disease, consumption, did its work so secretly that the vital forces were gradually lessened until her demise was more like sinking into sleep than dying. She was graciously spared from very acute suffering. If faithful nursing and affection could have retained her in this world, she would be with us to-day. No husband could bestow more affectionate and faithful watching over a sick wife than did Capt. Hailey.

Miss Jennie, as most of her friends called her, was the daughter of the late Geo. W. and M. S. Susan W. Lake. She was born in Grenada, Miss., March 6, 1851, hence was about 35 years of age at the time of her death. Her father was originally from Baltimore, and her mother from Philadelphia. From infancy she had every advantage that good social standing and education could afford. Mrs. Hailey was a most striking example of early piety; converted when a child and admitted to membership in the Methodist Church, she continued a most faithful and devout Christian to the last. During her long prostration there were no signs of petulance, or impatience, or murmuring. The same loving, gentle disposition that characterized her through life shone forth to the last. Her mind was clear and calm till the eyes closed on all the things of this world. The day before her departure, the two younger children were brought into her presence, and at her request baptized and committed to the care of Almighty God.

Having given full directions about the family and household affairs, she asked then to be left alone "that she might go to sleep." Thus passed away one of the most cultured and refined Christian women of our city. Mr. Hailey has the sympathy of a large circle of friends who will do all they can to aid him in this hour of bereavement. He and Mrs. Hailey were married in Grenada, Miss., May 27, 1874, and have lived joyfully together during these twelve years past. May they meet in the world to come.

R. H. MAHON.

MEMPHIS, TENN, July 8.

Jones.—Died at the residence of her parents, Friday, May —, Mary Mabel, aged five years and three months, daughter of Mr. and Mrs. Francis S. Jones. Bro. Jones is a worthy member of Keystone Division No. 32, and the bereaved parents have the sympathy of all in their affliction.

Patterson.—Bro. J. F. Patterson, a worthy member of Boone Div. No. 34, was killed by an accident, the particulars of which have not reached us, and it is rumored that his wife, overcome by the shock, has also passed away to a better land. The Division took suitable action at its meeting July 11.

Severance.—Died June 16, Bro. T. H. Severance, a worthy member of Central Div. No. 43. At a regular meeting the Division adopted appropriate resolutions, and ordered the charter draped in mourning.

Treadwell.—On June 15 passed to her eternal rest, respected and loved by all who knew her, the wife of Bro. John W. Treadwell, of Sunbury Div. No. 187. The Division and its members extend to Bro. Treadwell the heartfelt sympathy.

CHICAGO, ILL., Feb. 11, 1886.

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3-8

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.

Assistant Grand Chief Conductor.—EDMUND COMAN, 905 W. 13th St., Kansas City, Mo.

Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.

Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.

Grand Junior Conductor.—WILLIAM W. FLACK, 916 Western Ave., Minneapolis, Minn.

Grand Inside Sentinel.—CHAS. W. EVARTS, Box 290, Meadville, Pa.

Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE.

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.

HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.

ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.

WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.

W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOSEPH H. KIMBALL, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 220 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stendt's hall, over 193 E. Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2336 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 2:00 p. m., in Ghio hall, corner 9th and Pine Sts.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Retallick, box 2472. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 154 Travis st.; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin, lock box 1060. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa.; Sec., M. V. Schoonover, Dunmore, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Murtan, box 251; Sec., W. H. Ingram, box 205. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R. y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in K. of P. hall, No. — Pine street, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia., C. C., S. W. Derrick; Sec., C. H. Matthews. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.**
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, W. tertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon, Carhage, N. Y. Meets 1st and 3d Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Furrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, box 326, Cameron, Mo. Meets 2d and 3d Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., A. Chipman, Sec., W. C. Wright, box 634. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C. B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 2d and 4th Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., L. German, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 W. st. Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 2 p. m., commencing Feb. 21, '86, in A. O. U. W. hall, corner E. 6th and Locust sts.
- Hannibal Div. No. 39, Hannibal, Mo.** O. C., F. A. Henshaw, 618 Hill st.; Sec. W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 365 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 354 Cass st.; Sec., A. L. Vannaman, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hinna's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jarvis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garretson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Appar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, Haswell House, Albany, N. Y. Meet 1st and 3d Mondays at 8:00 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 248 S. Rusk st.; Sec., J. W. Housel, box 248. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 53, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., C. S. Weston, 316 W. 5th st. Meets 1st and 3d Sundays in each month, 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, box 313, Portage, Wis.; Sec., Geo. J. Johnson, box 282. Meets every Sunday in each month at 2:30 p. m., Koop's hall.
- Leffelt Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensalaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montesuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/4 R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760. Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st.; Sec. and Treas., Chas. A. Ball, 511 E. North st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Wm. T. Price, box 219. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Carr, box 903, Freeport, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, West Farnham P. Q.** C. C., J. S. Hardy; Sec. J. P. Whitney, Newport, Vt.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park r; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m., and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., A. Whittemore, Acting, Box 342. Meets 2d and 4th Sundays in each month at 11 a. m.
- Astec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, Acting, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Desires Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1415 W. Madison street; Sec., S. F. Randa l, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Tur le Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday at 11:30, and 3d Sunday of each month at 9:30, cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 8.15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 112; Sec., C. D. Rossetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. Johnston; Sec., Chas. Wimsset, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Saturdays in each month at 20:00.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., A. W. Glenn, box 462. Meets 2d and 4th Sundays in each month at 2 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st Sunday and 3d Thursday at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 834; Sec. and Treas., G. T. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Cecil Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sunday at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st.; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 21. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., F. J. Jewett, 352 1/2 Dryads st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Galton, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Burnett; Sec. and Treas., George Karlv, box 1060. Meets every Sunday at 2 p. m.

Los Angeles Div. No. 111, Los Angeles, Cal. C. C., C. A. Henderson; Sec. and Treas., B. G. Warthen, box 1318.

Centralia Div. No. 119, Centralia, Ill. C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 207. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.

Bower City Div. No. 118, Janesville, Wis. C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.

B. B. Hawkins Div. No. 114, Pittsburgh, Pa. C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.

El Captain Div. No. 115, Oakland, Cal. C. C., Chas. A. Post, 822 Brush st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th s. and Broadway.

Yosemite Div. No. 116, Tulare, Cal. C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.

Minneapolis Div. No. 117, Minneapolis, Minn. C. C., H. Staples, 27 Washington ave. south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.

Danville Div. No. 118, Danville, Ill. C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.

Wayne Div. No. 119, Ft. Wayne, Ind. C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.

Atlantic Div. No. 120, Huntington, Ind. C. O., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.

Huron Div. No. 121, Huron, Dakota. C. C., Frank Pechin, Box 597; Sec. and Treas., W. N. Cooley. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.

Boston Div. No. 122, Boston, Mass. C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st, at Pythian hall, 176 Tremont st.

Macon Div. No. 123, Macon, Ga. C. C., J. T. Johnson, 7 Cole St. S. & T., R. R. R. id. Meets 2d and 4th Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 13:30.

Wahatch Div. No. 124, Ogden, Utah. C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.

Friendly Hand Div. No. 125, Andrews, Ind. C. C., James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.

Harry Gilmore, Div. No. 126, Omaha, Neb. C. C., F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1019 S. 11th st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.

Wylie Div. No. 127, Amboy, Ill. C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.

Cheyenne Div. No. 128, Cheyenne, Wyoming Ter. C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.

Great Bend Div. No. 129, Great Bend, Penn. C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.

W. I. Allen Div. No. 130, St. James, Minn. C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.

Little Rock Div. No. 131, Little Rock, Ark. C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabex Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.

Salida Div. No. 132, Salida, Colorado. C. C., J. Patton; Sec. and Treas., C. H. Bunberry. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.

Bowling Green Div. No. 133, Bowling Green, Ky. C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.

Bellevue Div. No. 134, Bellevue, Ohio. C. C., M. H. McIlvain; Sec. and Treas., J. Spriggs. Meets 2d and 4th Thursdays of each month at 20:00, in K. of P. hall.

Rock City Div. No. 135, Nashville, Tenn. C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., S. C. Paine, 127 N. Cherry st. Meets 2d and 4th Saturday in each month, at 9 a. m., No. 83 Union st.

Ashton Div. No. 136, Huntington, W. Va. C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.

Star City Div. No. 137, Lafayette, Ind. C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.

Britton Div. No. 138, Garrett, Ind. C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.

Stanton Div. No. 139, Cleveland, Tenn. C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.

New River Div. No. 140, Hinton, W. Va. C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.

St. Joseph Div. No. 141, St. Joseph, Mo. C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.

Laramie City Div. No. 142, Laramie City, Wyo. C. C., W. A. Janeson, box 434; Sec. and Treas., Wm. A. Mills, box 183. Meets 1st and 3d Sunday in each month at 2 p. m.

Dauphin Div. No. 143, Harrisburg, Pa. C. C., James M. Sterling, 1034 5th st.; Sec. and Treas., Chas. C. Weaver, 1041 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.

Derry Div. No. 144, Derry Station, Pa. C. C., Jas. Berry; Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Closen Friends' hall.

Nickel Plate Div. No. 145, Conneaut, O. C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.

E. A. Smith Div. No. 146, Fitchburg, Mass. C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 35 Pritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.

- Ira C. Sherry Div. No. 147, Easton, Pa. C. C.,** Thomas Callahan 307 West st; Sec. and Treas., J. D. Johnson, 105 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris,** box 256; Sec. and Treas., J. D. Morgan. Meets Monday evening of each month at 7 p. m. in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C., John M. Evans,** 14 Broadway; Sec. and Treas., C. T. King, 2 Genesee st. Meets 2d and 4th Sundays in each month at 2 p. m. in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I. C. C.,** Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va. C. C.,** G. W. Taylor, 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** Wilson Marsden; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.,** W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,** H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, 3 Lawrence Block. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.,** Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C.,** W. R. Mooney, care B. & L. Ry.; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,** W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.,** J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.,** Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C.,** C. F. Brown, Council Grove, Kas.; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham,** 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa. C. C.,** J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C.,** J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C.,** A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, Newark, Ohio. C. C.,** Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y. C. C.,** D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 69 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C.,** A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C.,** S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Roche's Hall 1st and 3d Sunday each month, at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C.,** E. G. Blaisdell, W. J. Ry depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C.,** T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughy, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C.,** W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb. C. C.,** Geo. W. Dwinell; Sec. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri. C. C.,** P. Fowler; Sec. and Treas., P. Short. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C.,** T. P. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Fulton, Ky. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C.,** Robert Richardson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C.,** R. A. McCrae, 236 Junetta st.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesday at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C.,** W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, 56 N. St. Louis st. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C.,** William Beales, box 351; Sec. and Treas., C. C. Fell ws, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C.,** J. H. Latimer, 84 Pulliam st.; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts. at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O. C. C.,** Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C.,** J. McKain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C.,** S. M. Taylor, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

Blue Ridge Div. No. 184, Charlottesville, Va. C. C. W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.

Selma Div. No. 185, Selma, Ala. C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

Birmingham Div. 186, Birmingham, Ala. C. C., J. T. Alexander, box 682; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.

Sunbury Div. No. 187, Sunbury, Penn. C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C., T. C. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

Frontier Div. No. 189, Point Edward, Ont. C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.

Grafton Div. No. 190, Grafton, W. Va. C. C., Thos. S. Flannigan; Sec. and Treas., Jno. Flannigan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.

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East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., L. T. Chubbuck, F. & P. M. Depot. Meets 1st Sunday afternoon of each month.

Lake Erie Div. No. 193, Loraine, Ohio. C. C., M. J. Courtright; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Arcanum Hall, Broad St.

Brookfield Div. No. 194, Brookfield, Mo. C. C., W. H. Crandall; Sec., J. W. Wayland.

Sierra Nevada Div. 195, Sacramento, Cal. C. C., J. F. Calderwood; Sec., W. L. Knight.

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Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

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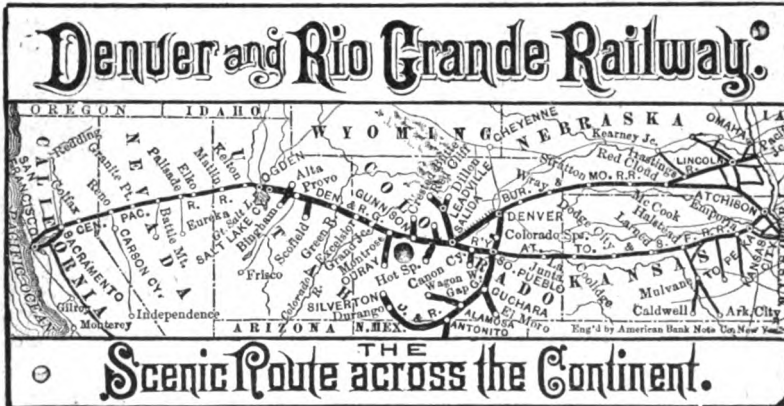
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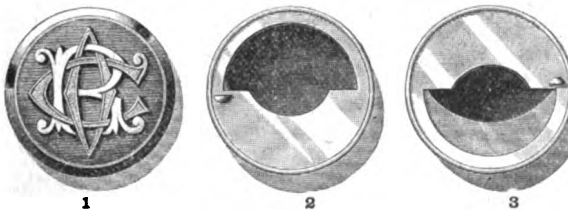


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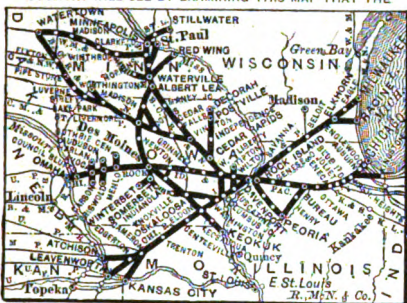
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Only Association devoted exclusively to Accidental Insurance among Pass. and Freight Conductors.

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OUT THIS OUT.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y.

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is

2. Age

3. Address

County

4. State whether you have a through or accommodation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to Name in full

Residence

Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I

Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$12.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$61.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$46.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash, L., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and payments may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

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Actual cost only \$25.00 per year; payable in four payments of \$6.25 each.

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POPULAR LINE
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ST. LOUIS
AND
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OF ANY CLASS CHICAGO & ST. LOUIS,
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between CHICAGO AND KANSAS CITY, CHICAGO AND ST. LOUIS, AND ST. LOUIS AND KANSAS CITY. Meals equal to those served in any First-Class Hotel, only 75 cents. The finest

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3-9

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AND IS THE SHORT LINE BETWEEN

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On which travel is made an

ABSOLUTE LUXURY.

By elegance of its equipment and its perfect road bed.

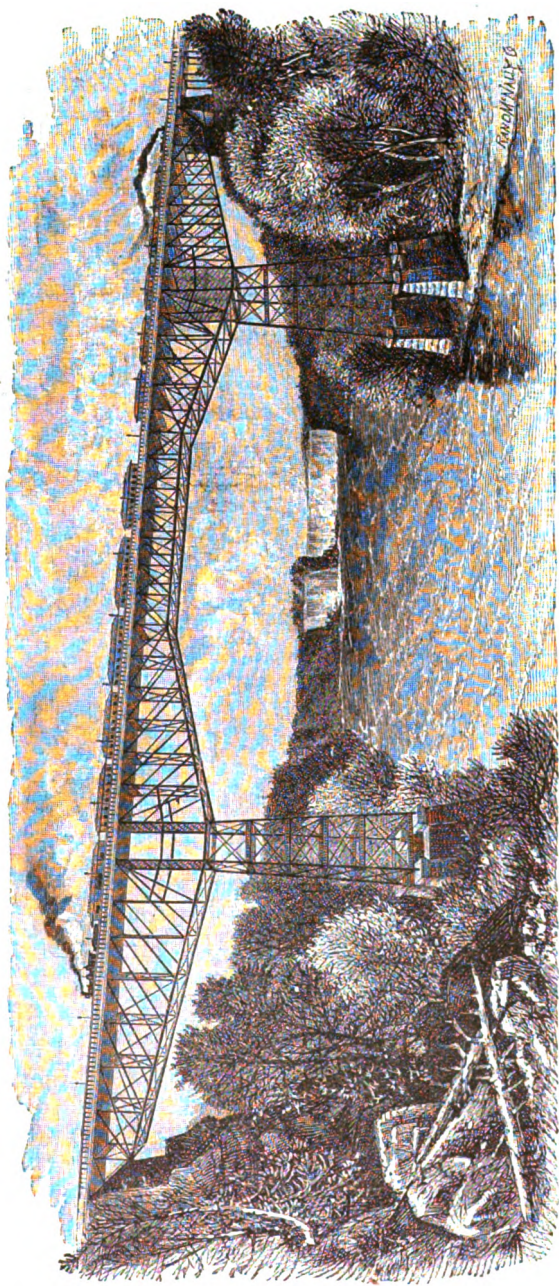
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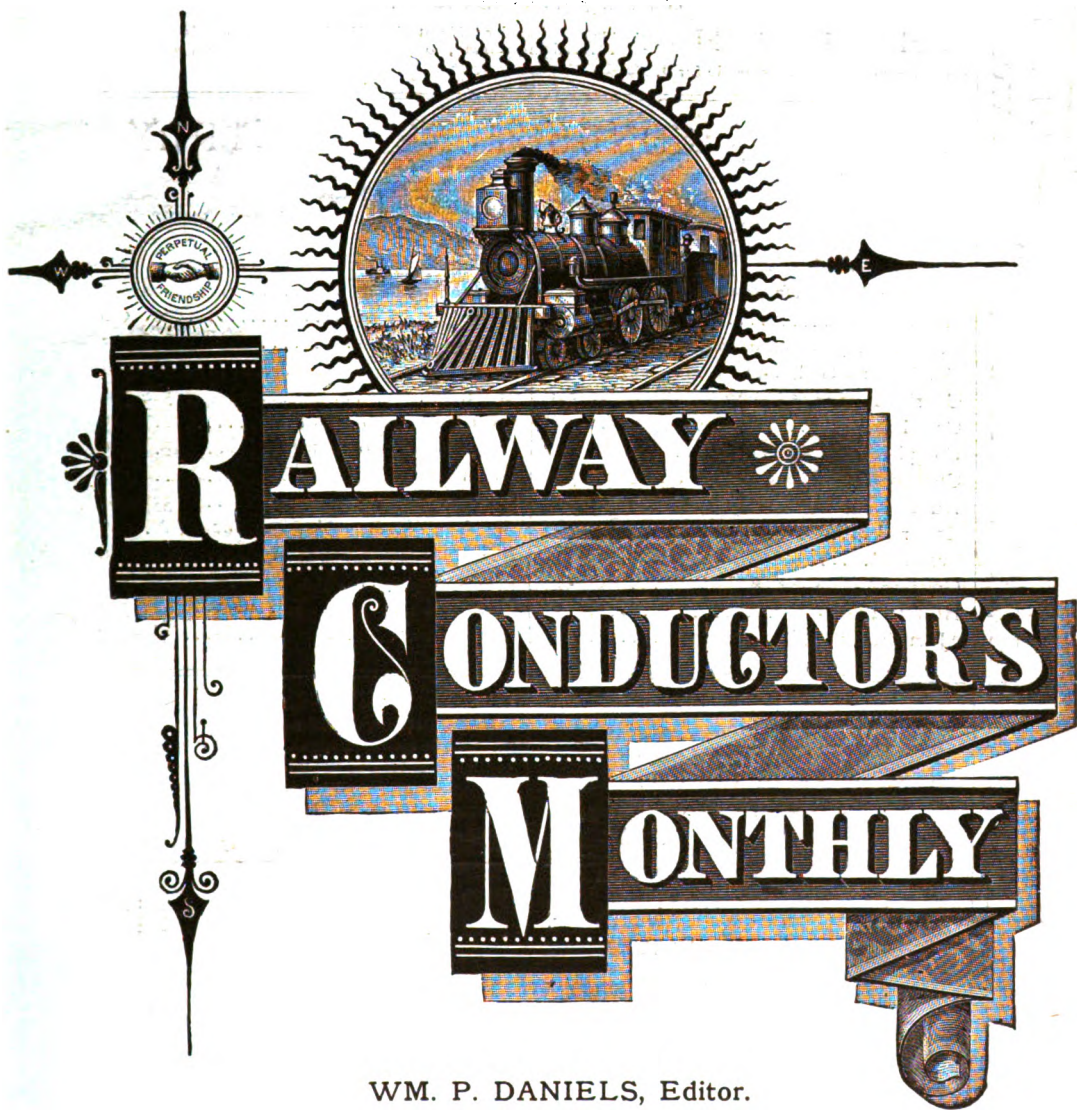
HART & DUFF HAT CO.,

113 No. Broadway,
ST. LOUIS.

Volume 3.

SEPT, 1886.

Number 9.



WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,

Associate Editors.



ORANGE SACKETT,
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RAILWAY CONDUCTORS' MONTHLY.

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INDIANAPOLIS IND.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume III.

CHICAGO, ILL., SEPTEMBER 1, 1886.

No. 9.

"OVER THE GARDEN WALL."

A brindle cat sat on the fence,
"Over the garden wall."
The back of his head was full of dents,
"Over the garden wall."
He was all battered up, like an old tin pail,
His back was skinned from head to tail,
So he let himself out in a mighty wail,
"Over the garden wall."

His ears lopped down, and his eyes were dim,
"Over the garden wall."
He wept as he thought of his brother Jim
"Over the garden wall,"
Who was courting a maiden Maltesine,
Among all the other cats she was queen—
Her name was Susan B. Anthony Green,
"Over the garden wall."

Says Tom to himself, I think I'll slide
"Over the garden wall,"
And gently tan my brother's hide,
"Over the garden wall;"
And then while his feelings were most intense,
His tail stuck up and he looked immense—
Though his back wouldn't bustle—the hair
had gone hence,
"Over the garden wall."

He silently let himself down on the dirt
"Over the garden wall,"
And said to his brother his feelings were hurt,
"Over the garden wall."
But his brother remarked that "he'd have
none of that,

From him or any old brindle cat,"
And then they went at it quicker than scat,
"Over the garden wall."

They spat while they wailed their words of hate,
"Over the garden wall;"
Till they loosened the hinges from off the gate,
"Over the garden wall."
And people in passing began to think
Their neighbors had started a "roller rink,"
And that some lovely maiden had fallen kerchink,
"Over the garden wall."

When morning dawned, what a sight was there,
"Over the garden wall;"
The ground was strewn with tufts of hair,
"Over the garden wall."
Poor Tom lay dead as dead could be,
His brother Jimmy, ah, where was he?
Decamped with Susan B. Anthony,
"Over the garden wall."

All that remained of poor Tom was laid
"Over the garden wall."
Under the ash pile in the shade,
"Over the garden wall."
The gravestone reads, "This ends my tail,"
No more will be heard his sad, sad wail;
His race is run, let joy prevail,
"Over the garden wall."

—Peck's Sun.

FOR THE MONTHLY.

ANTIQUITY OF MASONRY.

Truly has it been said that in the character of our members lies the safety and permanence of our institution. When we look back at the past and contemplate the characters of those inspired, honored and illustrious names that have graced the pages of our history, we cease to wonder why amid the decay of nations we still exist, and are but in the zenith of our glory. Indeed, there is not a mountain or vale, lake or river, rock, tree or flower in Palestine the description of which is not associated with the sweet memories of the blessedness of Judea, and the only land on earth where the Lord came down and dwelt among men.

Alas! Silence is on the shore of Galilee; clouds are on the mountains of Lebanon, and the daughter of Judea sits in mourning. The crescent still waves over Jerusalem—but where is the cross? When I think of the state of the Holy Land once so beautiful and the joy of the whole earth, I feel like one gazing alone by moonlight on an enchanting scene once dear to friends who have gone and will return no more. We now approach Bethabara where He who came baptizing was the exponent of the inimitable law of the Almighty. Between the messenger and the message there was an appropriate similitude; a stern man in a rude garb proclaiming a stern truth, made palatable by no beauty of diction and demanded compliance, he dwelt beneath the booth of green leaves in the solitary place—his meat was locust and wild honey—accepting the food and the shelter which the providence of God offered. He was entirely independent of both the love and the hatred of those he came to reprove, preceding but a short time the Saviour he anointed. The twain represented in human form the two prominent doctrines of Revelation and of Masonic duty, justice and love. The one Sinai, with its thunderings and lightnings, and its trumpet peals, the other Zion, with the light of eternal day shining on its slopes, the breezes of heaven stirring to music its green foliage, and the rainbow of everlasting promise spanning the clouds that ruled its summit.

It was those precincts that were marked with the footprints of the Almighty, the tokens of his descent among men, either to bestow blessings or to execute vengeance. Its bosom was filled with the bones of patriarchs, prophets and men who walked and talked with God. Yonder rocky pillar marks the spot where Jacob slept, saw heaven opened, and the ladder of our hope dawning upon him in his dreams. That brook which murmurs in its rocky bed was once red with the blood of the prophet, Baal, and at the passes of that sacred river now flowing in silent majesty at his feet were slain the forty and two thousand Ephraimites who by the cunning of Jephthah fell easy victims to the wrath of the Gideonites.

Dear reader, how I regret that the space allotted me to write on this

subject will not permit me to remain longer on those sacred grounds. Oh! how I love to linger here on the plains of Palestine and among the mountains of Judea, where methinks I hear the tinkling of the shepherd's bell and see the flocks as they roam all the day under the shepherd's care, and the voice say, "Other sheep have I that are not of this fold." Go with me to the summit of Lebanon and sit beneath those grand old cedars with their dark green foliage. Let us now walk leisurely to the ford of Jappa and to the gardens of Gethsemane, there to rest beneath the olive trees where our Saviour sweat great drops of blood. Now, let us climb the hill of Golgatha, the mount of Horeb and Moriah, where, before leaving these sacred grounds we may pluck one sprig of acacia to remind us that our mortality shall put on immortality, and by the exercise of that charity toward others that was shown to us our feeble voices shall (at the last day) mingle in the songs that warble from immortal tongues. We must turn to a brief consideration of the cardinal principles of Masonry. These are the tests of her excellence; by these we must stand or fall; within the walls of a lodge the inquiring spirit finds meet companions. There dwells in a degree that unity of spirit which in a perfect state is only found in the heavenly temple. The seeker after truth enters our portals. He may come fretted by worldly disappointments, bowed down by misfortune, oppressed by care. He may feel solitary amid the crowds which throng the thoroughfares. He listens to the words of kindness and truth which meet him at every step. A chord is touched. Strange, that chord has been sounded ever since his birth, yet he has not heard it. Ask and ye shall receive. Seek and ye shall find. Knock and it shall be opened unto you. The discords of the world have overpowered all its harmony and all its melody, it has had no effect. But he hears it now, and as it thrills through his frame he begins to feel how good and how pleasant it is for our brethren to dwell together in unity. He discovers that friendship is something more than a name that is deep within the recesses of the heart; there are emotions which only need to be warmed into life by contact with kindred spirits. He realizes the true nobility of his nature. The intellectual and moral functions are brought into healthful action. As an individual he is conscious that a change has come over his spiritual nature. The genius of Masonry has touched with her wand his strong heart, and the living waters have gushed forth making his barren wilderness to blossom as the rose. He no longer walks solitary amid the multitudes, for in each countenance he sees a something which draws him as by magnetic influence to itself. He looks upon all as brethren, and is bound to all by the strange ties of brotherhood. His unruly passions are subdued, and the gentler emotions roused into activity and life. As the colors of the spectrum though of varied brilliancy and intensity, when blended produce a clear, unsullied white; so the feelings of the heart though of varied depth and

power are united and harmonized by the medium of Masonry. Brotherly kindness and charity are the characteristics developed. Brotherly love and charity the cardinal principles of Masonry. How endearing the title of friend. What a charm in the very name of friendship. How the mind turns at once to the domestic circle, for it is here that friendship is seen in all its beauty and intensity. The wife's devotion has ever been the theme of the poet's song and the minstrel's strains and filial love has been promised a blessing in its fulfilment.

Desolate, indeed, must be that heart which cannot look back to the early, quiet joys of home. O the remembrance of a mother's love hath come back to the lone wanderer like a long forgotten strain to cheer him in his loneliness, and soothe his wearied spirits and feelings of bitterness at the world's heartlessness, have given place to kindlier emotions, as he thought of his earliest, his truest friends. Throughout all animate creation is the principle recognized. The humble ant shows attachment to its fellow laborer; and the honey-bee will allow no intruders in its hive. They are all drawn to each other by instinct if you please to call it so, but in reality by a love of their own species implanted in them by an all-wise God, for their own good. And so up through the scale of created beings is the ruling principle evident, increasing gradually in power until in man under the guidance of reason, it is displayed in its full development. It is the basis of patriotism, that love of country which nerves the arm and fires the heart to protect our native soil from the step of the invader; our hearth-stone from the touch of the oppressor. It imparts hope to the exile when some home melody strikes his ear with all its loved associations. High and low, rich and poor, acknowledge its power. It heightens the pleasures of the palace and alleviates the misery of the hovel. Even the vicious whose hearts have been worn away by the constant droppings of evil, are subject to its influences. What noble instances of heroism has it produced? It has supported the dying martyr in his agony, and cheered the prisoner in his solitude. It was seen at the cross when, amid reviling and reproaches, the faithful band of disciples stood by and witnessed the last agony. It guided the lone woman at early dawn to the sepulchre to see where they had laid her friend and Master. It is the golden thread which runs through the web of human life, imparting to it strength and beauty. We do not claim for Masons that they alone exhibit in all its fullness this divine principle, but we do assume that the lessons of wisdom presented night after night, and day after day to the eye and ear of the youthful Mason, have a direct and powerful tendency to induce those kind feelings, that earnest desire to benefit his fellow which belongs to true friendship. We all know and feel the influence of daily associations; how productive they are of good or evil. Thus the habit is acquired in our lodges of thinking well of our neighbor, and this is the first step toward seeking to do him good. We

learn to look upon our fellow-man not as one who can be used to advantage, but as one who has claims upon our sympathies and regard. We are taught to shun moroseness, jealousy and suspicion, and to cultivate courtesy, affability and frankness. Now the heart, thus alive to the gentle feelings, thus full of love and mercy, must be possessed also of charity, the distinguishing characteristic of a Master Mason; that world of charity which looks abroad upon the whole human family and recognizes all as brethren—that charity that looks to the moral as well as the physical improvement of man, which seeks to clothe him with the armor of righteousness, to present him with the shield of virtue; that charity which desires man's intellectual advancement and strives to raise him from the degraded condition to which sin has reduced him, and to elevate him nearer to that state of perfection in which he was originally created.

How beautiful the description of charity by St. Paul, "Though I speak with the tongue of men and angels, and have not charity, I am become as sounding brass or tinkling cymbal. Charity seeketh not her own, is not easily provoked; thinketh no evil; rejoiceth not in iniquity, but rejoiceth in the truth, and now abideth faith, hope and charity, and the greatest of these is charity." Such are the glorious principles of Free Masonry, and while we continue to practice them, let us bear in mind that life is short. To some it is a rough and boisterous passage; to others it is an easy, sunny journey; then it seems short and pleasant; but whether we ride out the passage of life in a dark, tempestuous night, or voyage it along in the joyous light of a sunny day, with all the pleasures of life spread out before us like a sea of gold mirroring the brightness and beauty of the world above, we all wish to be fondly remembered by those we leave behind us. Then bear in mind that although we pass away, every work of our hands, every action of our lives, remains here to bless or curse humanity for ages to come. Then let the object of our lives be the pursuit of truth, the work of our hands a superstructure of goodness for our own honor, the glory of the craft, and the happiness of generations to come.

Let truth, justice, humanity and universal benevolence be your guide, your counselor and friend, and you will find "her ways the ways of pleasantness, and her paths are paths of peace."

W. S. S.

For the MONTHLY.

THE ADVANCE ON MURFREESBORO'.

After the battle of Perryville, Ky., Major-General D. C. Buel was relieved of the command of the "Army of the Ohio," and Major-General W. S. Rosecrans placed in command. The Department of the Cumberland was created, embracing all of Tennessee east of the Tennessee river, and such portions of territory then in possession of the Confederates, as could be occupied by the Federal troops.

The army was designated as the 14th Army Corps. General Rosecrans was placed in command on Oct. 30, 1862, and in a general order divided the 14th A. C. into the "Right Wing," "Center" and "Left Wing." Maj.-General A. McD. McCook was placed in command of the right wing. Maj.-Gen. Geo. H. Thomas was placed in command of the center, and Maj.-Gen. Thomas L. Crittenden was placed in command of the left wing.

The right wing was composed of three divisions, commanded by Brig.-Gens. Jeff. C. Davis, J. W. Sill and P. H. Sheridan. The center was composed of five divisions, commanded by Brig.-Gens. S. S. Fry, L. H. Rousseau, Jas. S. Negley, Jno. M. Palmer and E. Dumont. The left wing of three divisions, commanded by Brig.-Gens. W. S. Smith, H. P. Van Cleve and M. S. Hascall. The cavalry was commanded by Brig.-Gen. D. S. Stanley. These, with a few unattached regiments, composed the "Army of the Cumberland." The above Division and Brigade commanders were in some instances subsequently changed.

After Perryville the movements of Gen. Bragg's army being undeveloped, a judicious disposition of the Army of the Cumberland could not be made, but there was no doubt but what Bragg would try hard to capture and hold Nashville, Tenn., and would, if necessary, force a battle for it.

One great inducement for this was the dissatisfaction shown by his army at the retreat from Kentucky, which indicated too plainly the result, should he not try hard for the coveted prize. It would in a great degree demoralize the Kentucky and Tennessee troops in his command.

His Kentucky troops were mostly under the command of Gen. John C. Breckenridge of Kentucky, and had been left at Murfreesboro during the invasion of Kentucky; they were very anxious to return to Kentucky to visit their homes, and aid in recruiting their army.

But Bragg seemed to mistrust them, and left them just over the line, as it were, in Tennessee, which action did not in any degree strengthen their love for him. Breckenridge was stationed at Murfreesboro about thirty miles from Nashville.

During this time the post of Nashville was held by Gen. Negley with a small force. The division of Gen. Paine, under command of Gen. J. M. Palmer, from the Army of the Mississippi, was sent to Nashville to assist in holding the place.

During the siege of Nashville the garrison was cut off from communication with the outer world; no mail could be sent out or received except by private parties, and only "Grapevine" telegrams were received. But the garrison was not idle, as there was an abundance of work on fortifications, and almost daily skirmishes by parties sent out for forage. The writer of this celebrated a birthday on the skirmish line assisting in "holding the fort."

About the middle of November the advance of the Army of the Cumberland reached Nashville and communications were again opened with the North, and the garrison was treated to its delayed mail.

The Confederates had blown up the tunnel on the L. & N. R.R. near Mitchellville, about forty miles from Nashville, and as it required several weeks to repair it, supplies of all kinds had to be hauled in wagons from the break to Nashville, which was very laborious. When the railroad was again opened great efforts were made to get a supply of all material, so as to guard against any future break in the railroad.

By this time it was known that Bragg was concentrating his army at and near Murfreesboro', and had sent the greater part of his cavalry to raid on the Federal communications. They captured a brigade at Harts-ville and made a successful raid on the L. & N. R. R. in the rear of Nash-ville, doing considerable damage.

On Dec. 26, 1862, a forward movement was made by the army around Nashville. The Confederate Army lay at Murfreesboro', with outlying troops between Triune and Eaglesville, and advance guards at Nolensville, Lavergne and Stewart's creek. McCook moved his command of three divisions, with Johnson and Sheridan on the Nolensville and Davis on the Edmondson pike.

Such was Bragg's vigilance that the Federals had scarcely started when they encountered the Confederate pickets, but the delays were short caused by any stand made by them, though they caused a slight loss of men. It had rained steadily since breaking camp, making the pikes very muddy and rendering the country roads almost impassable. The 27th opened foggy, making any movement extremely difficult and dangerous. The Federals lay in camp until near noon, when the fog lifted and a forward movement was ordered—Johnson in advance in line of battle, with Sheridan in support. The parts of the lines that marched through cornfields or plowed ground sank shoe-top deep in mud and water and in a drenching rain. This movement continued until late in the afternoon when the movement ceased and the troops went into bivouac—the most of them until Monday, 29th.

It was ascertained that Hardee who had been resisting McCook's advance, had retreated toward Murfreesboro'. Davis' division had moved on the Edmondson pike; the heads of the columns had combined at Nolensville.

On the 29th McCook's command moved toward Murfreesboro' on a cross-road known as the "Bole-Jack" road, arriving in camp late at night. As indications pointed to a battle, the whole right wing camped in line of battle. Many a brave boy slept his last sleep that night.

On the 30th McCook's command moved down the Wilkinson pike until the head of his column (Roberts' brigade of Sheridan's division) encoun-

tered the Confederate pickets. A line of battle was at once formed, Sheridan's left resting on the Wilkinson pike on the right of Negley of the "center," with Jeff C. Davis on Sheridan's right and Johnson on the right of Davis. A hot skirmish was kept up until night, with some loss, the Federals losing about 300 men. The Confederate line was located and was in sight from the Federal line in several places. About sunset a spirited artillery duel was engaged in by the batteries of Sheridan's and a battery of Davis' division, with the Confederate artillery in their front. Darkness ended the combat. The line of the two armies were nearly parallel, and lay almost north and south, the Confederate line east of the Federal line. The Confederate line bore away slightly from the Federal right.

When Thomas left Nashville he only had the division of Negley and Rousseau, with Walker's brigade of Fry's division. He moved on the Franklin pike until he heard Davis' guns on his left, when he crossed over and marched in support of Crittenden on the Murfreesboro' pike. On the 29th Negley, with Crittenden's command, formed line of battle within three miles of Murfreesboro, with Rousseau in reserve, in rear of the center, Walker's brigade holding a bridge over Stewart's creek.

Crittenden advanced from Nashville on the Murfreesboro' pike, and after several brisk skirmishes, causing some delay and a slight loss of men, came into line within three miles of Murfreesboro. The 30th was spent in rectifying the lines, which provoked several spirited contests between the opposing lines.

Bragg knew of the Federal advance almost as soon as it started, and made his disposition accordingly. He sent his cavalry, supported by infantry and artillery, to delay the Federal advance.

Bragg formed his line of battle, with Breckenridge on his extreme right, across Stone river; next on Breckenridge's left was Withers' division, then McCown, with Cleburne in support—all under Hardee. Then came Cheatham. This was changed by sending McCown and Cleburne, under Hardee, to Bragg's extreme left, leaving Breckenridge, Withers and Cheatham under Polk. McCown's division was composed of three brigades under Rains, Ector and McNair. Cleburne's division was larger, with four brigades under Liddle, Johnson, Wood and Polk. Cheatham's division also had four brigades, under Vaughan, Maury, Stewart and Donaldson. Withers' division was composed of the brigades of Loomis, Manigault, Anderson and Chalmers, and Breckenridge's division of four brigades, under Preston, Adams, Jackson and Palmer.

Bragg's main line was in the wood, with open ground in his front; it was formed in two lines, the first line being protected by light entrenchments.

Bragg not receiving Rosecrans' attack on the 30th, gave orders to attack

in force on the 31st. The plan of battle of the two commanders was almost identical. That of Rosecrans was for McCook to hold the right against all odds for three hours at least; he was to make a feint with orders to follow up any advantage gained.

Crittenden should cross the river with the left wing, overthrow Breckenridge, and drive everything before him through Murfreesboro', and sever Bragg's communications and force him over the Salem pike into the country southwest of Murfreesboro', cutting off his retreat, and endeavor to destroy his army. In order to induce Bragg to weaken his right and strengthen his left, Rosecrans had, on the night of the 30th, ordered a line of camp-fires to be built for a mile to the right of his right brigade, thus making it easier for Crittenden to perform his part of the plan.

Bragg's plan was to strengthen his left and overthrow Rosecrans' right, double it back against his left, strike his line of supplies and communications, and in the end secure the object of the campaign—the possession of Nashville. Bragg ordered his attack at daylight—Rosecrans at seven o'clock in the morning.

[The above is by way of preface to a graphic account of the battle of Stone river, which will appear in October.]

JUST THE SAME.

A boodle bug has golden wings,
Yet he will not fly for shame;
An alderman may hate a jail,
But he gets there just the same.

—*New York Journal.*

An anarchist doesn't want any wings,
When he shouts, "The law is to blame,"
But a different tune on the gallows he
sings,
When "he gets there just the same."

A SENSIBLE WORD FOR THE CONDUCTOR.

It is all very funny for the railroad papers and the newspapers to crack jokes about conductors dividing their receipts with their employers and growing immensely rich on small salaries, but the question arises, Is it in good taste? Is it a good idea to implant in the minds of the traveling public a distrust for all conductors, to make the public believe by means of sly jokes and oft-repeated insinuations that every conductor is a thief? The *Times-Star* believes not. The *Times-Star* believes that dishonesty is no more prevalent among railroad conductors than among any other class of men. It has personal knowledge that there are at least a few conductors who would not rob their employers, but who, quite to the contrary, would defend the property of "the road" with the last drop of their blood. There are lots of brave, noble men that wear conductors' badges. Don't, for heaven's sake, make unthinking people believe that they are all disreputable rascals, who stand ready at all times to commit that basest of crimes, rob those that give them their daily bread.—*Cincinnati Times-Star.*

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL-
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

A GEORGIA VOLUNTEER.

Far up the lonely mountain side
My wandering footsteps led ;
The moss lay thick beneath my feet,
The pine sighed overhead ;
The trace of a dismantled fort
Lay in the forest nave,
And in the forest near my path
I saw a soldier's grave.

The bramble wrestled with the weed,
Upon the lowly mound ;
The simple headboard rudely writ,
Had rotted in the ground.
I raised it with a reverent hand,
From dust its words to clear,
But Time had blotted all but these :
"A Georgia Volunteer."

I heard the Shenandoah roll
Along the vale below,
I saw the Alleghenies rise
Toward the realms of snow ;
The valley campaign rose to mind,

Its leader's name, and then
I knew the sleeper had been one
Of Stonewall Jackson's men.

He sleeps : what need to question now
If he were wrong or right ?
He knows ere this whose cause is just
In God, the Father's sight.
He wields no warlike weapons now,
Returns no foeman's thrust ;
Who but a coward would revile
An honored soldier's dust ?

Roll, Shenandoah, proudly roll
Adown the rocky glen ;
Above thee lies the grave of one
Of Stonewall Jackson's men.
Beneath the cedar and the pine
In solitude austere,
Unknown, unnamed, forgotten lies
A Georgia volunteer.

— *Unknown.*

THE CONDUCTOR'S GIRL.

As the train sped along in the night, with drowsy passengers out-stretched upon the seats, the conductor was observed frequently peering out of the frosty windows into the darkness. The night was black, and nothing could be seen but a sheen of snow over the shadowy landscape, and yet the conductor shaded his eyes with his two hands—a weary looking face it was, too—close to the window pane.

"Looking to see if your girl is awake yet?" inquired the inquisitive passenger, with a coarse laugh.

The conductor looked around and shuddered, as with husky voice he replied simply :

"Yes."

And then the inquisitive passenger became garrulous and familiar. He sat down beside the conductor and poked him in the ribs as he lightly said:

"Ah, I see. Going to get married and quit the road. Going to marry a farmer's daughter. Is she worth much?"

This time the conductor replied, without taking his eyes away from the window:

"She's worth a million—to me."

Further remarks in a similar vein did the passenger make, but the conductor deigned no more replies. Suddenly the whistle of the locomotive gave a long, low moan, the conductor stuck his eyes still closer to the window, seemed to fasten his gaze upon some object in the darkness, and then fell back in his seat with a cry of despair upon his lips.

The passengers crowded around to inquire the nature of the trouble, when the brakeman assisted his chief to rise and led him into the baggage-car. The conductor's face was as white as the snow banks which fringed the iron roadway, and in his eyes was a look of tearless grief.

"Poor Sam," said the brakeman on his return, "it's a bad night for him. For weeks his little girl has been ill. Night after night he has been at her bed, but then she got better and he came back to his train. He arranged with his wife that if all was well with the little one she'd display a lighted lamp right in the window of the sick-room. The boys all knew of it, and every night we all looked for the light almost as eagerly as Sam himself. He lives by the side of the track back here a few miles—and to-night there was no light in the window for Sam."—*Terre Haute Mail*.

ONE MORE UNFORTUNATE.

One more unfortunate
Trusting the fates,
Rashly importunate,
Tried on the skates.
Pick her up tenderly,
Loosen the straps,
Fashioned so slenderly,
Unused to mishaps.

Oh, it was pitiful,
That she should flop,
Where a whole city full
Must see her drop.
Pick her up tenderly,
Smooth out her dress,
Fashioned so slenderly,
Made to caress.

Out she struck trustfully,
Skating galore,
Down she came bustfully
On the hard floor.
Pick her up tenderly,
So good and so true,
Fashioned so slenderly,
What could she do?

Bumping inhumanly,
Jolting the men,
She is pure, womanly,
And tries it again.
Pick her up tenderly,
What does she care?
Fashioned so benderly,
So plump and so fair.

—Ex.

For the MONTHLY.

A STRICKEN CONDUCTOR.

In a small and cosy village in Ohio, lives
a girl,
She is sweeter than all the roses in the
spring, or in the fall;
She had been up to Lake Minnetonka,
away up north so far,
She was going home to mamma, when I
met her in the car.

She was a pretty, winsome girl, as one
would care to see,
And, goodness gracious! how I felt, when
she turned those eyes of blue on me.
It was early in the evening, the hour not
more than eight,
She wished to visit a sister, but she didn't
know what route to take.

It was later in the evening, when I checked
her baggage through,
And it made my heart go pit-a-pat, when
she said to me "Adieu;"

She is sweeter than all the roses in the
spring or in the fall,
And if ever I go to Ohio, upon the girl
I'll call.

She is now at home with her mamma, let
no one dare intrude,
I warn you all, both great and small, yes,
even to the dude;
For next summer she is coming, yes, com-
ing up north again,
And I *think* some one will tell her that
JIM is running the train.

And I often find myself, when riding in
that car,
Humming over this old song, "Thou art
so near, and yet so far."
For she is sweeter than all the roses, yes,
sweeter than they by far,
And if ever I go to Ohio, I would like to
take that car. T. M. J.

LUNY LEN.

The railroad station known as Glen Cove is one of the dreariest this side of that final abode said to be extremely sultry, where all presidents, directors, and other railway officials, more especially ticket agents, fetch up and finish their infernal labors. Were it not so hard on Mugby Junction, I should say Glen Cove was the Mugby Junction of America. Indigestion is kept there, like field ammunition in the quartermaster's department, to serve out at a moment's notice to hungry and insane passengers, and it is safe for the trains to carry away the sufferers to die in other localities.

One hot, sunny day of midsummer I found myself anticipating the punishment due for sins and shortcomings in this world by waiting for an eastern-bound train long overdue, as if the trains, like the passengers, disliked approaching the depot at which I suffered.

A surly telegrapher, also ticket agent, who shot insults and tickets through a hole at the people, told me after an hour's cross-examination that was very cross, that my train had brought up in a corn field, and I could not possibly get away by rail before midnight.

Now, what to do with myself from the noon of this information to the noon of night was a question that sorely perplexed me. I had no book, no papers, no anything to relieve the dull monotony of that awful time.

I wandered listlessly about the dirty frame and platform. Both were hot enough to roast potatoes in the shade. I gazed on—nay, I studied all the colored bills, giving picturesque views of various towns, and telling in assorted type the advantages each had over the other—the only bit of amusement I had, and it was very mild. I found in guessing at the missing letters of a bill which read “Rough line to Chicago” some scamp had cut out the initial “th” when the bill had originally read, “Through line to Chicago.”

While upon the platform gazing at an accommodation train just in, that was awaiting its conductor leisurely getting orders from the telegrapher, I was attracted by a noisy crowd of men and boys, gathered about a young fellow whose face indicated the idiotic condition that originated their entertainment.

He was a tall, broad shouldered, well formed youth, and well dressed for one in his condition. But he had his clothes half buttoned, in the loose, reckless manner of his class, while his face, without its intellectual outlook, was regular in feature, and one could see, had there been a brain back of it, would have been eminently handsome. As anxiety and care had ceased writing its record of age upon his face, it was difficult to tell his age. He had the form of a man and the face of a child.

“It’s the opinion of this crowd, Len,” said the blacksmith to the idiot, “that you can beat that locomotive in a race from here to the tunnel, and we have bet ten thousand dollars on it.”

The poor fellow’s dead face lit up with an expression of delight, so pitiable that it would have disarmed any other crowd than the one engaged in chaffing him. He gazed wistfully at the huge locomotive that stood hissing in the hot sun as if wrathful at the delay, and then he turned to the cruel crowd as if the suggestion was slowly working its way through his poor crippled brain.

“Go in, Len,” cried one of the crowd, “we’ve got our money on you, and you’re bound to win.”

“We’ll give you fifty yards the start. You keep on the track,” cried the blacksmith, “and the thing can’t pass you.”

I could scarcely believe these scoundrels were in earnest, when the surly engineer gave the last bang to his noisy bell, exploded a short snort from the locomotive in the way of warning, and to my astonishment I saw the idiot, throwing off his coat, start down the track ahead of the train. Fortunately the engineer caught sight of the poor fellow, and checking the speed of the locomotive, began ringing him off the track. This was responded to by the idiot bawling out with great glee: “Come on with your old tea kettle,” and the brutal crowd cheered and roared with laughter.

The crowd, keeping along with the train, cheered lustily, and the lunatic “spurred,” as they say in a boat race—that is, shot ahead and ex-

hibited considerable power as a racer by the speed with which he got over the ground. The engineer, infuriated at the delay, put on speed and rattled after. But he was upon a down grade, and fearful of overtaking the unfortunate, he almost immediately put on the brakes and checked up again.

By this time heads were thrust out of the windows and the platforms crowded by passengers whose excitement became noisy and intense as they discovered that it was a human being instead of a cow that impeded their progress. As for the idiot, he paused only long enough to indulge in a jeering laugh, and a gesture that was more irritating than decent.

The crowd of brutal loafers that exhibited more industry in accompanying the race on this occasion than they had probably manifested in making an honest living for a year previous, went tearing along each side of the locomotive, laughing, shouting, cheering on the idiot, while hurling all sorts of exasperating epithets at the engineer, who, by this time, was nearly blind with rage.

At this moment the conductor made his appearance, and crawling out upon the tender, began throwing lumps of coal at the boy, as the engineer, putting on steam, drew near the poor fellow.

Fortunately the conductor's aims were not well taken, for had the young man been knocked down the locomotive would have undoubtedly run over him.

From this the rough autocrat of the train soon desisted, for the idiot's backers, with an American sense of fair play that animates even the roughest of our brutes, began pelting the conductor with stones, each pebble sent with the accuracy of a rifle shot at that part of his animal economy where the legs end and the body begins. He retreated hurriedly to the engine house, where he rubbed his person in a comical way with one hand while with the other he assuaged his wrath by a furious ringing of the bell. The engineer seconded his efforts by letting off short shrieks and keeping the locomotive frightfully close upon the heels of the wretched youth.

Having begun life with a strange disposition to take upon myself the ills of others, and finding such practice extremely unpleasant and useless, I have gradually trained myself into the other extreme, and generally bear the misfortunes of my friends with a philosophical indifference that is very composing. On this occasion, however, I forgot my cynicism and found myself running under that broiling sun, shaking my fist, with my heart in my mouth, at the conductor, and demanding in the most authoritative manner that he stop the train.

From the depot to the tunnel was about half a mile; to accomplish this distance the train and idiot occupied some twenty minutes. The passengers, crowded at windows and on the platforms, took as lively an interest in the affair as the entire population of Glen Cove that accompanied the train and backed the idiot. It was a godsend to the passengers, and they

expressed their satisfaction by the liveliest betting and cheers, first for the locomotive and then for its strange competitor.

It was neck and neck between life and the locomotive. A false step, a stumble, and the huge mass of roaring, throbbing iron would have gone crushing over the frail body of the man, who so strangely impeded its progress. And such result was imminent; for the poor fellow, exhausted by excitement and over-exertion, staggered at times, and at times reeled as if about to fall, in a way to make me shudder.

That such would probably have been the result became painfully apparent, when an abrupt and somewhat unexpected termination was put to the cruel sport. The man stationed at the mouth of the tunnel and employed to keep its murky depths clear of obstructions, suddenly seized the youth, at the risk of his own life, and threw him with some violence to one side. Such was the effort that both rolled over, and the huge locomotive, giving a shrill scream of triumph, dived into the tunnel, followed by the long train, that disappeared as if the earth had opened and swallowed it.

I sat down at the mouth of the subterranean excavation quite exhausted as the crowd dispersed, and from the mouth of the dark entrance was pleased to find a cool damp air that came out in puffs, as if a dragon were coiled up within and panted out its cold, clammy breath. I asked the old watchman a series of idle questions, of a statistical sort, such as a man under the circumstances always indulges in. He grunted out the exact length of the tunnel, the time required to construct it, the accidents that occurred within his remembrance, and altogether, in response to my leading questions, exhibited a good deal of information on tunnels. For a man to know one thing well is a power. It is better, however, to believe you know some one thing and impart the information to your friends. It is a bore at best and just as well when it takes the shape of a tunnel.

Having exhausted the hole in the ground—and really, come to think of it there was nothing in it—I spoke of the late race.

“Crazy jackass,” quoth the sententious guardian of the excavation; “he’ll git killed yet, and sooner the better for all consarned.”

“Why, do they often put him up to that?”

“No, not frequent. They do it on that train sometimes, for they hate the conductor. Onct, long ago, it wasn’t needed. He used to run ahead of every train, clear through the tunnel, a warnin’ people off. They switched that out ov him. Now the ornary cusses puts him up to it.”

“Queer sort of insanity.”

“Isn’t it? and he was onct a bright feller—a rale schollard.”

“Indeed?”

“Yes, was onct, but left his senses in this tunnel.”

“Why, how was that?”

“Well, you sec, he’s the son of old Judge Conrad, of these parts—

only child, at that—and was sent to college, and no end of trouble taken and money spent to finish and furnish up his intellects. When he come home to study law, what does he do but take after a little girl named Mary Grubbs, da'ter of the cooper, an' she was poor as a pig an' purty as a painted wagon. Well, I guess she was about the handsomest critter in this part of the vineyard. Len Conrad was struck, I tell you, after Polly, as we called her, an' I don't wonder; for her hair was as soft and light as silk on early corn, an' she had the handsomest teeth, an' the biggest, wonderfullest dark eyes, an' an angeliferous skin. But neither she nor her old cooper dad had a cent, so the Conrads, bein' toplotfical mahogany high parties, just shut down on her."

"The old, old story."

"I don't know ef it's so old. Per'aps you've heerd it afore, an' I can save my wind."

"I mean that the course of true love never does run smooth."

"Oh! that's it, is it?"

"No offense, old man. But proceed with your yarn and tell me how Len Conrad left his senses in the tunnel."

"That's what I was a comin' to when you put in your chin music. When Len found the family was forninst the courtin' he took to meetin' her unbeknownst. That was found out, and then it was decreed that Len should be sent to Yourope. The evenin' upon Len's departure he meets his girl, av course, and they meandered naterly a little tooq late, an' undertook to make a short cut to the cooper house through the tunnel. I saw the doves go in. She was a leanin' on his shoulder a weepin', and he looked as if he'd lost his mother-in-law."

"Mother-in-law!"

"That's a little joke o' mine, mister. I mean he looked like a canned funeral. I warned 'em not to try the tunnel, for it was close on to the time for the lightnin' express. But they didn't heed or hear me—jes' kept on in. After they had left I got that uneasy I took my lantern an' run arter 'em. Jes' as I come in sight the infernal thing came a roarin' past Glen Cove—it don't stop there—an' I heard the whistle as the death on wheels plunged into the tunnel. I jammed the wall, I tell yez. I could see Len push his girl agin the same so the train might pass and not touch, an' like a flash I saw her tear away. Now, whether she was scart and didn't know what she was about, or wanted to kill herself, can't be known, but she shot right in front ov that train. I saw the headlight shine like a flash ov lightning on a white, frightened face as I crowded back agin the wall, an' then with a roar like thunder, an' the whole thing seemed wiped out as if a sponge had sorter sponged us out. I heard the train's thunder sort of spread as it left the tunnel, as if soundin' the murder over the land, an' I stood there in a sort ov a daze listenin' to that roar die out in the distance.

When I come round, which I did in a minit, I ran on. I stumbled over poor Len, lyin' as if dead, an' then I run up and down at least twict before I saw a heap that looked like a bundle of rags soaked in blood, an' will you believe, the bundle moved. It was only a quiver, and all was still. She didn't make a lovely corpse when we got it together. Some people sickened an' fainted when they saw it."

"And Len?"

"We carted him home. The doctors could not find any bones broken, cuts, or hurt inside or out, but he lay sorter stoopid six weeks and then got up and has been looney ever since."

"Poor fellow."

"Should think so. Queerest thing about the poor chap was that he took to runnin' ahead uv trains, goin' through the tunnel a-warnin' people off. He sorter got that hammered out uv him."

"The old folks learned a lesson, eh?"

"Not much; can't teach sich old stoopids much. They do say the old Jedge has softenin' uv the brain, but I don't believe he had any to soften."

—*Don Piatt, in Indianapolis Sentinel.*

HOW IT TASTED.

She was a maid of many charms,
As lovely as the rose;
She held her poodle in her arms
And fondly kissed his nose.

Her lover lying at her feet,
Was envious as could be,
And said, "Oh, give a kiss as sweet
As that, my love, to me."

She stooped and kissed him on the lips,
Then sprang he to his feet;
She, blushing to her finger tips,
Inquired, "Well, was it sweet?"

He wiped his mouth, picked up his cane,
And then prepared to jog,
Remarking, "Sweet? well to be plain,
It kind o' tastes of dog."

—*Boston Courier.*

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

Note the date on your address, and if your subscription has expired, please renew promptly. Your subscription expires with the month printed on the address label. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

CHARITY BEGINS AT HOME.

We wish to refer briefly to the statement in the Fraternal Department of this number, that a so-called detective, one of that class of libels on the name of detective who have in a great measure made the word a synonym for dishonesty and trickery, has, by his lying methods, been the cause of many conductors losing their situations. We have no doubt that the statement of our correspondent is true in every respect. We know that many conductors are too ready to listen to any tale of woe and trouble, and allow their sympathies to influence them, and in a majority of cases it is in favor of a genuine vagabond, or else, as in the case related, of a sneak who is earning his dirty wages by methods that would be considered vile by the average thief and pickpocket, and we know there are many such in the employ of "agencies," and many more that infest nearly every railway in the land, working "on their own hook." While this man in Colorado was the primary and principal cause of the dismissals, the conductors themselves are not entirely blameless. The remedy is to remember that your first duty is to yourself and those dependent on you. Do not let your sympathy for any one induce you to "pass" a single person that you would not feel perfectly willing your employers should know of, and if such a case should occur, report it yourself immediately, and if you are so situated that you have no discretion whatever, decline absolutely under *all* circumstances. If you must do something, go down in your pocket and make a cash donation, but don't jeopardize your position, and with it the opportunity to earn the cash.

There seems to be a general feeling among all classes that the conductor should favor them, because it does not cost him anything and saves them the fare; but often the conductor "pays the fare," with interest many times compounded. We have known public officers to solicit conductors to carry paupers for them, while the grocer and tailor and all others with whom the conductor has dealings think they ought to be passed oc-

casionally, and the engineer, fireman and brakeman think it an infringement of a right guaranteed them by the constitution if the conductor refuses to pass them, forgetting, perhaps, that it is not the brakeman, the fireman or the engineer that is dismissed for "passing" without authority.

It is becoming almost a daily occurrence for persons to present to the conductor, for transportation, a certificate or card of membership in the Knights of Labor, this being the only instance in the knowledge of the writer where the members of any association outside of railway employes have assumed that their membership entitled them to free transportation. The success these persons are having, however, is not such as to induce members of other associations to follow their example, although in one case the conductor was assured that "it wouldn't be long until he would be d——d glad to honor the card to keep his situation." Should this come to pass, between the railway officers and the Knights the conductor will have more difficulty than he does at present with the "spotter," as it will be a clear case of "d——d if you do and d——d if you don't."

And now we come to a phase of the matter touched upon by Bro. Compton. It is true that there are, in the Order of Railway Conductors, men who think that their membership entitles them to the right to ride free on all trains. These men are the barnacles that should be scraped off as fast as possible. If membership in the Order compelled its members to violate the rules of their employers, we believe that a very large majority of those who are now members would sever their connection very soon. It is the duty of members to aid each other so far as they can consistently and honorably, and no farther. If a member is out of a situation, it is your duty, if you are a member, to aid him in procuring one that he is capable of filling, and, other things being equal, to aid him in preference to one who is not a member. You are not expected to recommend a man to your superintendent or trainmaster as capable of running a train when you do not know that he is, simply because he is a member of the Order, for while it is safe to assume that a large majority of the members are capable of taking charge of a train on any road, it is not safe to assume that all, without exception, can do so. If your employers give you authority to "carry" conductors, when satisfied that they are such, the preference should, of course, be given to members, for you may easily satisfy yourself in regard to them; but if you are not allowed that discretion, do not by any means carry a member because he is a member. There is nothing in the Order that requires or expects you to do that. Assist him to procure transportation from the proper authority, if you can; if not, explain to him the situation, and, if he be a brother indeed, he will cheerfully acquiesce, while if he insist that you ought to violate your instructions and your duty to favor him, you will know that he is an unworthy member and is not deserving of assistance in any way. Don't abuse any privileges that you may now have, and it will be the best means of leading to further privileges in the future, while if abused, it will, as we said last month, certainly lead to their withdrawal. We know of one case where conductors are permitted to pass conductors at their discretion, provided, of course, they are fully satisfied that the applicants are conductors. Some of those who enjoy this privilege rigidly adhere to it, while others do not, but extend it to other employes, and, as a result, will find it taken from them sooner or later. It is not your place to argue that your co-employes on the train are entitled to as many courtesies as yourself, nor to assume that, because they should receive them, you should extend them without authority. It is your place to obey your employers' instructions.

Reverting for a moment to the original cause for this article, we do not wish to be understood as condemning the honest detective. His business is as legitimate as any, and so long as there are occasionally dishonest conductors, as well as dishonest men in other walks of life, just so long railway companies will continue to employ detectives; but it is a source of continued wonder to the writer that they will employ "agencies" and allow the agencies to select the men for the work, when it is well known, or if not, can

easily be demonstrated, that many of them are just such degraded, characterless sneaks as the one described. Some of the railways are beginning to organize and use permanent detective agencies of their own, and where due attention is given to the selection of men, it ought not to be objectionable, though officers should not forget that there are many circumstances where an "operative" on a train may be honestly mistaken.

THE COAT FITS!

They have tried it on, and it fits so snugly that they are unable to remove the garment. We refer to the *New Era*, a paper lately started in Cedar Rapids, Iowa, said to be in the interests of the Knights of Labor, the first number of which, in an effort to show that the editorials of the MONTHLY are *not* "like de baber on de vall," resorts to the logical and conclusive argument of calling names. We reproduce the "argument" in question, as we consider that charges and insinuations from such a source are a compliment to our integrity and intelligence, and believe it will be so considered by intelligent people in the ranks of the Knights of Labor, as well as out:

One Bill Daniels and a gang of tarantulas who run the RAILROAD CONDUCTORS' MONTHLY put in all their spare time denouncing Grand Master Workman Powderly and the Knights of Labor. Listen to them: "The MONTHLY does not admire the character of the gentleman, and has taken the liberty to criticise the inconsistency of his actions." * * * And we believe it would be for the best interests that Mr. Powderly be defeated, and the end of the organization be thereby hastened." This bevy of sycophants have the impudence to affix editor and associate editor to their names—a libel on the profession that should be resented. It is certainly the most aggravated case of "big head" that has ever come under our notice. That the conductors, most of whom are intelligent gentlemen, should allow these old pro cessional "dead beats" to misrepresent their order, is unaccountable. They should keep an eye on William; he has friends in Canada.

Just to convince the *New Era* that "though defeated we can argue still," and in the same line of "argument" adopted by it, we will say that the editor of the *New Era* is a "Mark Twain *geological specimen*," and if he doesn't like that he's another, and he can just go there himself. (Not to Canada, though, for we judge the Knights will "keep an eye on" the *Era*, and see that it does not accumulate funds enough to make the trip desirable.)

COMPLIMENTED AFTER ALL.

The Railway News of May 27 contained the following short paragraph:

We cannot compliment the RAILWAY CONDUCTOR'S MONTHLY on the line of policy it appears to be following with regard to the "labor movement." Conductors are part of the labor world, which has to hang together, or its members will be hung separately. Subserviency does not pay, and although conductors may be classed with clerks and the like, who have not the independence of the mechanic; still it is a crying pity that any class of workers should be so blind to their own interests as not to know that all honest labor has the same interest, and that combination and organization are its only means of protection.

In the July number of the RAILWAY CONDUCTOR'S MONTHLY two pages of clever sophistry are devoted in reply to this short paragraph. Far from complaining of this attention, we are pleased, for it tends to show that our paragraph contained some of the truth which stings. The reply which was courteous and bright, defended naturally enough the line of policy the MONTHLY supports, and which *The Railway News* criticises as a mistake.—*Railway News*.

Thus the *News* compliments us on our "clever sophistry" and "courteous and bright" reply, if it cannot on our "line of policy." The "sophistry" seems to be "clever" enough so that neither the *News* or any other publication that we are aware of, attempts to controvert it in any other manner than by calling names something after the fashion of the *New Era*, though we do not wish to have it inferred that the *News* uses that kind of "argument," for so far as we are aware, it does not. As to the "sting," the *News* is welcome to "sting" some more, and in the meantime we will simply reiterate our opinion that the principal "sting" comes from the "truth" that the conductors will not allow their association to be made a cats-paw to further the schemes and interests of others.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 15th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

THE CHARGE OF "THE TRACK BRIGADE."

Half a mile, half a mile, half a mile
farther

Went "The Half Hundred!"

Men who were laying track,
Without time to look back,

While the dropping steel thundered

"Cuts" to the right of them,

"Fills" in front of them.

A mule pulling hard in the collar,
Theirs but to lift and cry

Down! "Not to reason why,"

If they got the almighty dollar.

Thirty feet, thirty feet, thirty feet more
Down! They stepped the paces,

Not fearing leaden hail,

Gripping fast a steel rail,

Each one being dropped in their places.

Breakfast behind them,

Dinner in front of them,

Hunger pulling hard at their vitals;

Theirs not to retreat,

Theirs but to work and eat,

Not a man of them bearing titles.

Dinner time, dinner time, dinner time,
boys!

Cries out their leader.

Men who with faces wet,

Toiling through dirt and sweat,

Instantly start for the "feeder."

Boarding cars looming up,

And tin plate and cup,

They scent the viands now steaming.

Theirs not to fight and kill,

Theirs but to eat their fill,

While their families are far away
dreaming.

Pass it down, pass it down, pass it down
quick!

Is the charging cry, thrilling.

And one is surprised

That men civilized

Should succeed in so much food spilling.

Beans to the right of them,

At only the sight of them

They ignore all laws of good breeding;

Theirs not to be polite,

Theirs but to chew and bite,

Each man no other one heeding.

Now a match, now a match, now a match
smoke!

Is the uniform cry.

With ammunition box filled,

Strange no one is killed,

Though missing cold hash and pie.

Ties still in front of them,

Rails yet in want of them,

Again the roll call is sounded;

Theirs not to eat and die,

Theirs but to rail the tie

Until the last spike is pounded.

All aboard, all aboard, all aboard, Go!

Sounds in the passengers' hearing,

Who will probably repeat,

While taking a seat,

"At last the city I'm clearing."

With cushions to the right of them,

And cushions to the left of them,

And engine in front of them large;

Theirs not a word to say,

Theirs but to *ride* and *pay*,

Accomplished through "The Track Brig-
ade's Charge."

S. E. F.

MILWAUKEE, WIS., Aug. 12, 1886.

EDITOR MONTHLY:—On the 8th inst., Chicago Div. No. 1, O. R. C., with a party of their friends, took possession of a train that was under my charge at the Union Depot in this city, and said they were going to the Soldiers' Home at Milwaukee. Of course I had to take them. Everything passed off nicely until we were on our heaviest down grade, when a danger signal was displayed, and on coming to a full stop found that two more of their friends had headed us off and wanted to get on (it would be a hot Knight when they got left). I noticed that every one watched me closely, but had no idea that they were trumping up charges to prefer against me, which they did do at the Home. After seeing my size they dare not do it themselves, but got a cow boy (that is what they call the K. C. base ball boys) to Com-an do it for them (also our milkman introduced him), and he looked like one to me when I was before him hearing the charge, which was that I had not shown the light of my countenance to the ladies while on the train. Sadd-ly I wended my way to the stand not knowing what to say (and don't know yet), but when I saw there was no danger (green and white only), I gave up and let them pass sentence, which was that I show a little light on the way back (they furnishing the wherewithal), which I promised to do, and did do. Then I had the satisfaction of seeing my "Little" Engineer taken up and pinned to the wall; and now, my Brothers of No. 1, if I can ever have the chance to throw *any light* into any dark places that any one of you might possibly get into (I sincerely hope that such will never be the case), I will most gladly do so, and the first opportunity I will call (in a body) at your Division room when you are open and working, but for the present accept my thanks and appreciation of the Queen.

Yours in P. F.,

C. H. AVERILL.

THIRD ANNIVERSARY OF DIVISION 83.

We clip from the *Galesburg Plaindealer* an account of the last reunion of Division No. 83, which celebrates each recurring anniversary of its organization. We tender our thanks for an invitation to be present, which we were reluctantly obliged to decline.

The third anniversary of Galesburg Division, No. 83, Order of Railway Conductors, was celebrated on Monday evening at the residence of Conductor E. H. Belknap, on South Cedar street, and was one of the grandest and most brilliant fetes which the railroad men of Galesburg, famous for grand celebrations, have ever inaugurated. On approaching the scene of festivities *The Plaindealer* representative beheld a beautiful sight. The fine lawn surrounding the residence was illuminated with hundreds of Chinese lanterns; on two elevated stands were placed colored lanterns, symbols of the conductor's profession, while on a large arch appeared the mystic letters "O. R. C." Scattered over the lawn or seated around tables, engaged in games or pleasant conversation, were seen not only the C. B. & Q. conductors with their families, but also a number of railroad officials and prominent citizens with their ladies. All were given a most cordial welcome by Conductor and Mrs. Belknap. The spacious residence was profusely decorated with beautiful flowers. Many of the floral designs showed rare artistic taste. A lovely floral emblem bearing the letters "O. R. C.," arranged by Mrs. Thos. Burke, another bearing the words "3d Anniversary," arranged by Mrs. Shel. Ayres and Miss J. Hilton, and a floral horseshoe presented by Mrs. S. E. Hoadley, are especially worthy of favorable mention. Among those present from abroad may be mentioned C. C. Parker, Chief Conductor of Friendship Division, No. 61, Beardstown, Ill., and F. H. Reese, Chief Conductor of Belknap Division No. 96, Aurora, Ill. Excellent music was discoursed at intervals by a select orchestra under the leadership of Mr. Chas. Lindoft. A beautiful piece of vocal music was rendered by a quartette composed of Messrs. L. H. Jelliff and M. J.

Daugherty and Misses Ella Munson and Mamie Jelliff, Miss Louise Jelliff accompanying on the piano. A vocal solo by Miss Munson later in the evening was greatly appreciated. One of the notable features of the occasion was the delicious refreshments of icecream, cake and lemonade. Although there must have been nearly 500 present, there was enough, and to spare, for all. Choice cigars were provided for the lovers of the weed. After the rendition of a comic recitation by Conductor Fred Shull and the singing of "Nearer my God to Thee" by all, the company departed, wishing much future success and prosperity to Conductor Belknap and the Order of Railway Conductors.

MILWAUKEE, Wis., Aug. 15, 1886.

EDITOR MONTHLY:—We begin to feel a little lonesome since the "Wisconsin Central Line" commenced running a through line to Chicago, as it has taken away some of the boys and so many of them that we feel it; but we will have to be contented with the loss as it is their gain, and quite a number of the boys have been promoted to blue coats and gilt bands, marked "Conductor Wis. Cent. Line." Success to them, and may they be found the right ones for the places they have been appointed to.

Div. No. 1 of Chicago had an excursion to the Cream City and thence to the National Soldiers' Home. About 650 of the happiest people enjoyed the hospitalities of Milwaukee Div. 46, by paying their own bills. Our Ass't Grand Chief Conductor, Ed. Coman, from Kansas City, was among the ones to make the day lovely, and while in his grasshopper mood presented C. H. Averill, the Senior Conductor of 46 and the largest conductor in America, except little Willie of Texas, with a fine silver conductor's lamp, as a present from the members of No. 1, and our Worthy Grand Secretary and Treasurer, in behalf of No. 1, presented engineer Little with a B. of L. E. pin; as Messrs. Little and Averill had charge of the train they were not forgotten by their friends. May it not be long before such a crowd comes this way again, as we are always ready to welcome such crowds to Milwaukee, on Sunday or any other day.

I see that Div. 46 is the subject for Div. 34, at Boone, a Division that has 70 members, and they never meet except when No. 46 is to be accounted for, and as Bro. Parkin has been traveling with a *little blonde* and no marriage certificate, and he thinks it hard that 46 should make him show one. These are just the kind of men that we have had to deal with lately. When they should have a marriage certificate, they took the pains to burn it, and say I have no family, or never had one; and the first thing the members of 46 knew, such a brother has left his family and is now in Milwaukee borrowing \$5 of this brother, \$10 of that one, \$15 of some merchant, \$2 of his brakeman, and has been away from his family for over three months, or perhaps six months; and he is still rambling among those good brothers who have kept their marriage certificates, got nice homes and good runs, and are the kind of men that have always attended to their business; always attend Division meetings, because they always have meetings on the first and third Sunday in each month; always have been and are willing to lend a helping hand to the needy; hardly ever go from one side of this globe to the other, and have never been known to borrow a cent or contract an honest debt without making every one happy, themselves included, at the time the said debt was to be paid. Then this brother cries shame on such a brotherhood. He says there are 10,000 members in the Order of Railway Conductors, and as it was in heaven, so in our Order, a black sheep will occasionally get in. The order must be full of black sheep, or what black sheep there is are sure to strike for Milwaukee Div. 46. All other divisions of the Order seem to have found a way to get rid of these black sheep that have no marriage certificates and are always rambling around. Please give us the receipt so we can do as 34 has done. If our good brother has been insulted by 46's resolutions, we only have this to say, we shall

stand by what we have adopted, and no good brother of the Order should be insulted by them, if when he travels he has the proper credentials.

"'Tis true 'tis pity, pity 'tis 'tis true," that 46 is not going to be taken in by the whole world if she has already in by a few. To-day it has been very warm, and I guess most of ne members of 46 have taken advantage of the cool places, as but a few were out to the meeting. About forty were in the city, and nine were at the division meeting. Next Sunday 46 goes in a body to Janesville to visit Bower City Div. 113. Can tell you after we get back what kind of a time we had. Bros. Robinson and Clifford are busy now advertising the Wisconsin Central Line, and we don't see much of them. I received thirty delinquent notices of the insurance to-day, and it is a shame the way many members neglect their own business. If they do their business on the road as many of them do for themselves, it is no wonder so many conductors are out of employment. If anything is worth doing at all, do it right, and then all will be right. Why is it that as a rule a conductor will not look to his own interest? Why, the biggest kickers we have are the ones that are here every Sunday, and come within ten rods of the Division room and never find time to attend meetings, always complaining of something wrong with something or some one, but never attend; always cost the Division 10 to 15 cents postage to collect their dues and insurance assessments. As this has always been the way, I suppose it always will be with some people in this world.

Yours in P. F.,

A. L. VANNAMAN, Sec. Div. 46.

CENTRAL VERMONT RAILROAD.

ST. ALBANS, June 28, 1886.

EDITOR MONTHLY:—Knowing that a few words about the fastest R. R. in America will interest the boys, I will try and give them a few facts. This R. R. (the Canada Atlantic) has Ottawa, Ont., for its western terminus, and Rouse's Point, N. Y., for its eastern; is 134 miles in length. It was commenced in March, 1881, was opened for traffic as far east as the St. Lawrence River Nov. 1, 1882, distance 80 miles. Aug. 20, 1882, owing to competition with the Canada Pacific Ry. the Canada Atlantic inaugurated a fast train service between Montreal and Ottawa. The time of this train over the C. A. Ry. was precisely 50 miles per hour. The run from Coteau to Ottawa, 80 miles, was 94 minutes, with one stop of 3 minutes for water, leaving 91 minutes actual running time. This train made two other noteworthy stops in addition to the stop already spoken of. This train was the fastest on the Western continent, and the third fastest in the world. How nice they made this wonderful time I will show. The time was taken every day for 30 days, commencing Aug. 22; their average for 30 days was 5-27 of a minute late, or, in other words, card time 1 hour and 34 minutes, average time made, 1 hour 34 5-27 minutes. I think I am safe in saying this record cannot be beaten. This time was made by a Manchester engine 17x24 cylinder, 5 foot 8 inch wheel, carrying 135 lbs. steam and hauling four cars. This fast train was discontinued Oct. 20, 1882. The road is now running to Rouse Point, 134 miles, and they are running a train through in 4 hours, including 30 minutes to transfer train and engine across the St. Lawrence at Coteau, leaving 3 hours and 30 minutes actual time, and making 13 stops. Train consists of three cars. June 21, 1886, Central Vermont engine Geo. L. Stone made on this same road 47 miles in 52 minutes, including stops, hauling three cars. She made 124 miles in 3 hours and 13 minutes, including 30 minutes on transfer boat at Coteau, which left just 2 hours and 43 minutes actual running time, and train made ten stops. The quickest miles made was in 54 seconds. This engine has 16x24 cylinder, 5 foot 6 inch wheel and 135 pressure. This may look like a fish story, but I can prove my statements by actual figures. I will inclose

the card of fast train that you may judge for yourself. I will close with a few words about Division 24. We are all well and happy as far as I know, picking up a recruit once in a while; got two more on the right track for our next meeting. Our summer arrangement of trains goes into effect to-day, June 27. Passenger trains every hour. Lots of work now, and we are looking forward to a big business this summer. As your humble servant goes into the White Mountain region to-morrow for three months he will have to forego the pleasure of meeting with the brothers for that length of time, but I think old St. Albans Division No. 24 will keep right on in the narrow path, and when I return shall be gree'd by as good a lot of brothers as ever met in council. With best wishes for our noble Order, I am yours truly,

N. E. D.

July 19, 1886.

EDITOR MONTHLY:—As a member of Knobly Division No. 183, may I ask a space for a few thoughts concerning the Order of Railway Conductors. I here take pleasure in acknowledging the receipt of check for two thousand dollars. On June 28, between the hours of eleven and twelve o'clock there came a rap at the door. I went in response; to my surprise I beheld a crowd of men headed by Rev. James O. Thompson and Mayor J. W. Perry. Next came our worthy C. C. S. M. Taylor, and Secretary and Treasurer J. W. Matlick, followed by brother Conductors W. A. Durrett, S. Kight, John Carr, W. P. Laraw, Patrick Kenny, Hugh Barnes, F. L. Kimmel and Daniel Maloney. After being seated some fifteen or twenty minutes in social conversation, Mr. Thompson made us a nice little speech, and at the close presented the check for which I was very grateful. I am thankful that I am considered worthy of being connected with so noble and so beneficial an Order. Knobly Division is in prosperous condition, and there is a good interest manifested among the brothers generally. Our Order is composed of the best men in the communities in which they live, in every State in the Union. Our Order is what we make it. If we individually live and act in accordance with our obligations and statutes, we command the respect of all classes of people; the respect paid us as individuals gives us an influence as an Order with the world at large. A worthy member is a man whom any one can recommend to a railway superintendent or yardmaster, and a place once filled by one of this class is never vacant except by the will of the incumbent. Wont our members think of these things? No argument is necessary to prove this truth. A careful consideration will convince you that the insurance connected with the Order is worthy the support of every member. Why are not more of our brothers members of our own insurance? We pay no big salaried officers, no rent, and every cent paid in is applied to the purpose for which it is paid, viz., the relief of the family of some disabled or deceased brother.

My advice to every brother is to take the insurance. I can speak from experience I am now realizing the benefit of my insurance. I hear so many brothers say I am carrying all the insurance I am able to keep up.

Now, I have some experience in that way; I carried an insurance for several years and paid a round sum of money. Where is my insurance? Company broke, money gone and no insurance; only for my insurance in the O. R. C., I would be left entirely. Brothers, look to the interest of your families and yourselves; you had better drop some foreign company or order and take our own; we are now paying more than any other mutual company.

You will in this way assist your own brother or his family and at the same time feel assured that your family is provided for in case of sudden death or disability; for the affairs of our insurance in the hands of our Grand officers, Secretary Daniels, Insurance Committee Wheaton, Sears and Ingram, are certainly in the hands of trustworthy,

honest, judicious brothers. Let every brother show his confidence in them and his earnest wish for the complete success of our insurance and the Order generally, by forwarding his application for insurance at once. Procrastination is the thief of time. Make no more trips before you procure a blank and send an application for insurance. Your next trip may be the fatal one. Now, a word for the MONTHLY. Its success depends on ourselves; is every brother working? Let every brother get a subscriber and be one himself and see how the MONTHLY will prosper. Work for the Order, work for the insurance, work for the MONTHLY.

D. E. MCGINNIS.

For the MONTHLY.

DISCIPLINE.

An observing person versed in transportation service on a railroad cannot fail to observe the great improvement in the discipline of men in that department of railway service. The conductors' duties are growing day by day more complicated. As to the brakeman in passenger service, he has less to soil his hands or clothes. The freight boys have the "raw hiding" to a great extent, as the trains are getting longer. Engines build stronger and larger, requiring more of the "Armstrong brakes" to be set to hold them.

We note again that railway superintendents are giving the men in train service more attention in many ways—the pleasant reading rooms at different points for their use is very commendable. Sunday work (the great demoralizer) of railway men is discontinued to a great extent by many railway managers. Sunday work tends to make men disorderly, profane, intemperate, kindred vices, which grow out of Sabbath breaking. Again railway men, while off duty, are expected to conduct themselves with credit to the road they represent.

Superintendents examine their men on transportation rules; some railways examine as to the clerical ability, writing, language, general personal appearance, etc. All this is good, and should be adopted by all companies.

C. H. B.

BOSTON, Aug. 10, 1886.

EDITOR MONTHLY:—Some of the brothers of Div. 122 are wondering why there is no letter from their Division in the last few editions of the MONTHLY; so to assure them that their correspondent still lives, I shall endeavor to make myself heard. Division 122 is growing quite rapidly, it now numbers forty-nine members. We have lost since organizing, three members; one by death, one by withdrawal and one by actual failure to attend meetings and various other causes. We pride ourselves on possessing one of the best C. C.'s in the entire Order. Bro. Morrison is a man for any division to be proud of and by his ardor in the cause we have gained many new members, and the work of the Division has been brought to a high standard. On Sunday, July 18, the First Annual reunion of the Division was held at Downer's Landing, Boston Harbor. Many of the brothers availed themselves of the opportunity to attend with their families. Visiting brothers from Divisions 157, 50, 146 and 151 were out in goodly numbers, and all had a very enjoyable time. Among the outside visitors were Supt. Fox, of the Fitchburg R. R., J. N. Ross, of the N. Y. & N. E. R. R., and H. C. Grant, Chief Clerk Supt's. office N. Y. & N. E. R. R. After a pleasant day spent in a delightfully cool resort, all were safely returned to their homes, no doubt better for the day's outing. Great praise is due Mr. E. G. Allen and J. N. Ross, Supt. and Train Disp'r of the N. Y. & N. E. R. R., for their efforts in so arranging that all brothers of the Division could be present. The Division has lately procured a new set of officers' jewels, and on any meeting day the officers may be seen resplendent in all the glory of red ribbon, gold and silver. Recruits are

tast coming in. At the last regular meeting four were promoted to the second degree, and at our next meeting we have three more to "ride the goat." The boys are all taking a lively and deep interest in the insurance feature of the Order. The prompt payment to Bro. Truby's mother of his insurance money actuates all to soon join the Insurance. Until a few weeks ago none of the brothers of the Division were aware that we had right in our midst a number of veritable Izaak Waltons. However, since the return from Ponkapog of Bros. Cronin, Hill and Paine with a string of fish calculated to excite the envy and admiration of a small boy, we are beginning to pride ourselves on the possession of such noted anglers. Their catch for the day was one poor little solitary eel and one horn pout. Brother Paine is off on his vacation visiting Philadelphia, Boston and Washington. From private advices we hear he is having a huge time. Brother Coady, of our Division, had the misfortune to sustain a very bad fracture of the bones of the right ankle. He is, however, progressing favorably, and anticipates being able to be around in a short time. Railroad business on the whole is booming on the various roads leading from this city, and, notwithstanding the fact that Massachusetts is the hot-bed of the Knights of Labor, there has been no trouble on any of the roads, nor is there any anticipated. Officers and men are on the best of terms, and all are working heartily in accord. Well, if I don't soon stop I fear I will encroach too much on your columns.

SPIDER.

EDITOR MONTHLY:—The correspondent of Elkhart Division No. 19, following in the footsteps of many other Division correspondents, has been very negligent in contributing for the columns of the MONTHLY, and we trust that in this, our first attempt, we may not be criticised too harshly by brothers of the Order if we do not grind out such bright ideas, as the columns of the MONTHLY often contain, from the pen of our more experienced brothers, for like Bro. Milliard's New England, "We are undeveloped."

The headquarters of Division No. 19 is located in the beautiful and thriving city of Elkhart, Ind., being 101 miles east of Chicago, 133 miles (Air Line) west of Toledo, on line of L. S. & M. S. Ry., and 157 miles north of Indianapolis, via C., W. & M. Ry. The city is about 10,000 in population, and has numerous manufacturing interests, power being supplied by the rivers of St. Joseph and Elkhart. Here also is located the repair shops of the L. S. & M. S. Ry., employing about 800 men, besides being the terminus of our divisions of the same road.

Division 19 was organized here Dec. 18, 1881, by our G. C. C., C. S. Wheaton, with nineteen charter members. The increase of membership has not been as rapid as some other Divisions. Yet I think the brothers representing the Division will compare favorably in efficiency of the work, for I know it is composed of brothers who are truly interested in the welfare of the Order, as their manifestations at our regular meetings will attest. Eighteen of the brothers have availed themselves of the inducements offered by joining the insurance conducted by the Order, while several have associated their names with other companies, and I would advise all brothers of this or any other Division not connected with any insurance to enroll their names at once in the reliable O. R. C. Insurance, for the business we are engaged in is too hazardous and uncertain for us to neglect those who are near and dear to us by the ties of kindred and affection.

There was a very interesting and impressive union meeting held at our Division room Sunday, May 16, our G. C. C., C. S. Wheaton, being present; also the following visiting brothers: C. F. Rexinger and M. Morgan, of Division 1; Bros. Loop, Punnett, Devoe, Flatz, Humphrey, Gallatin, Houser and McWilliams, of Division 26; Bro. Sheehan, of 119, and Elder, of 138. This is only the second time our G. C. Conductor has favored us with his presence at any of our meetings since its organization (his previous visit being Dec. 15, 1882), and we sincerely hope he will not defer this favor so

long again, for by his presence, his teachings of justice, reform and obedience to moral and temperance laws; he conducts the minds of brothers without exertion to a higher sense of duty, leading them in a direction that makes them more worthy and useful men to their employers, more worthy to mingle with those who are governed by the laws of good society, and thereby making them better fitted for that undiscovered country where reigns supreme, the governor and director of the universe. I cannot speak too highly our appreciation of these union meetings, especially when Bro. Wheaton is present, for by his congenial words and actions without reserve he brings us in close relationship as brothers of the Order, pointing out all our imperfections in the work as a Division, answering satisfactorily the questions of all inquiring brothers, giving an impetus that enables us to propel ourselves, guided by the exemplary laws of the Order of Railway Conductors. We say, "Come again, Bro. Wheaton."

I must not close without mentioning that should any of the brothers wish to visit the famous summer resort located at Warsaw, Ind., they may gain useful information by applying to Bro. J. M. Gray, of Division 103, in regard to the efficacy of the water at this place, and whether it is best to use the water internally or externally. He, having personal experience with both uses, will be able to judge of its greatest possible result.

Yours in P. F.,

A. A. J.

EDITOR MONTHLY:—After most of the members of this Division had filed in (it being very warm), along came Bro. Dunham with a large package, very neatly done up, and it was quite a curiosity to the boys to know what it contained, but we were not kept in suspense very long, for when it came under the proper head our Chief said he had a communication he was requested to read; meantime he produced the large package, undid it, and held it up for our inspection. It proved to be a very nice and beautifully engraved Bible, and the communication was from the wives of the members of Division No. 176, asking us to accept the precious volume in a very neat and tastefully written communication.

To say we were surprised, would be putting it in a mild form, for we were very much surprised and pleased, and hope the ladies will some time in the near future favor us with a call. Had they presented their beautiful gift personally, we would have been no more surprised or pleased, but they would have seen how much we appreciated the token by the interest shown, and the desire there was for some one to acknowledge the receipt in suitable terms, and send our MONTHLY an article for publication. Of course the Acting Secretary was favored with the honor. So if the ladies will accept the following resolutions from Corning Division, the Acting Secretary will feel paid for the trouble and trials he has endured in trying to make a reporter of himself.

At a regular meeting of Corning Division No. 176 of the Order of Railway Conductors held in Odd Fellows' hall, Corning, N. Y., June 20, 1886, the following resolutions were adopted:

Resolved, That we, the officers and members of Corning Division, return our sincere thanks to the wives of the members of this Division for the kindly interest they have manifested in our Order in the token more precious by its sacredness that they have this day presented to us. Will say, with joined hands around the precious gift, May the Divine Author forever protect and bless you, so you, by your influence, make us the better prepared to risk our lives on the rail. This sacred volume coming from you, and being an indispensable article in our Order, makes it doubly precious to us, and we feel in accepting the sacred volume from you that it makes the promises bright, and that we should rely upon it as a time card through the great railroad of life, feeling the assurance that it contains all of the requirements necessary for the running of the trains, and hope that

every member of this Division and every member of our beloved Order may become familiar to such an extent that he will run his train of life not only over the Division in safety but through to the final end, making all of his passing places, and get through in safety, enter the great yard that ends all railroads, register his name on the great register book with signals for many more of the Orders, appear before the great Superintendent and be greeted with the plaudit, "Well done, thou good and faithful," present his card and be favored with a pass into the celestial city, the final habitation of the faithful.

WM. A. PIERCE.

ELKHART, IND., July 19, 1886.

EDITOR MONTHLY:—In the July issue of the MONTHLY I saw a communication from Bro. Miller, No. 23, asking for the opinion of the "yardmaster at Elkhart on the temperance question, as he had heard him talk on the question once before." I do not remember of ever having met Bro. Miller (but should be glad to), much less of talking on a question of so much importance to railroadmen, and the Order of Railway Conductors in particular. I will preface what I have to say, by commencing; my own example has not always borne out the views I have on the subject. No railroad can afford to keep a man in its employ, who is addicted to the use of intoxicants, much less can the man himself afford it. Wife, children, home, and the public all demand that the trainmen of this country shall be men who do not use intoxicants either on or off duty, and I do believe the time is not far distant when you will not find men running trains and engines that are known to frequent places where liquor is sold, much less use it. I was at Montreal a few years ago, attending a conductor's convention, and I was much taken up by a remark of a young conductor, I think it will bear repeating, he was asked to drink and refused, and urged and again refused, and asked the following question of the man who urged him to drink; "Did you ever see a conductor discharged from your road for drinking?" and he answered, "Yes." Did you ever see one discharged for not drinking? I will let you answer this. This young man said to me, I may be discharged, but it will never be for drinking. I feel like asking every member of our Order to make the same resolution, and we will not have so many members looking for employment. It is a fact that cannot be denied that many can trace the cause for their dismissal direct or indirect to the cause of intemperance, the accursed stuff called whisky. I am, Bro. Miller,

Yours in P. F.,

L. R. HARKNESS,
The Yardmaster at Elkhart.

EDITOR MONTHLY:—At the regular meeting of Indianapolis Div. No. 103, O. R. C., held July 4, 1886, the following resolutions were unanimously adopted:

WHEREAS, Through the kindness of Norman Beckley, Esq., General Manager of the Cincinnati, Wabash & Michigan Ry., and Jno. Ewan, Esq., Superintendent of the Cleveland, Columbus, Cincinnati & Indianapolis Ry., who furnished this Division with special train for these lives and families from Indianapolis to Warsaw, Ind., and return June 12, 1886, free; and

WHEREAS, G. W. Bender, Esq., Superintendent of the Indianapolis, Decatur & Springfield Ry., also lent a helping hand in furnishing us with an additional coach; and

WHEREAS, W. K. Bellis, Esq., Secretary and Treasurer of the Passenger Conductors' Accident Association, kindly furnished us with the beautiful emblematic badges worn on that occasion; and

WHEREAS, The train from Anderson to Warsaw and return was in charge of Bro. D. Olney, a member of Elkhart Div. No. 19, who, with his faithful helper the brakeman by their pleasant and obliging ways made every one feel as if they were in the best of hands; and

WHEREAS, The run from Anderson to Warsaw and return was made with great speed and safety by engine No. 1 which was in charge of Engineer Judson and his able assistant, the fireman; therefore be it

Resolved, That each of the above mentioned persons receive the hearty thanks of this Division in helping make the first annual picnic of this Division a grand success, and that the above be spread on the minutes of this meeting, and a copy of the same be sent to each of the above mentioned persons, and a copy sent to the CONDUCTORS' MONTHLY for publication.

R. A. CRAIG,
C. H. BRIGGS,
I. D. BALDWIN,
Committee.

ANDREWS, IND., July 12, 1886.

EDITOR MONTHLY:—Once again we take the opportunity of speaking a word in the columns of the MONTHLY. Division 125 is as usual in a flourishing condition, and every one happy. We notice, with some regret, certain resolutions passed by a Division of our Order, criticising the action of certain brothers of the Order in the stand they took in assisting the Wabash Company out of their trouble in East St. Louis during the switchmen's strike. The writer has the pleasure of being personally acquainted with two of the so-called "scabs," and can truthfully say, We have no truer brothers in the Order than they, and more, they acted on the will of a constituted majority of their respective Divisions and on the principles of the Order, and to protect themselves and others from probable want. I am surprised to find there are a number in our vast Order that would listen or care, for the slurs they claim are daily thrown at them by those who are continually in trouble, and wrangling with the companies by which they are employed. Now, as to Bro. Preston's letter from Division No. 188, I think he will find by taking a spin through the country that the Order of Railway Conductors stands in the lead as a railway organization in the eyes of the people and the slurs we receive from a few will only strengthen us in the views of many.

Take Beardstown union meeting for an example, and it would have done any one good to have been there, and to have been so cordially welcomed by the citizens of that beautiful city.

Again we notice a letter from Battle Creek to the MONTHLY, stopping his subscription on the grounds that he don't like the stand it takes. We would recommend to this gentleman a certain sheet published called the *Boycott*, or the *Switchman's Journal*. Hoping that the MONTHLY will still continue to stand on the platform as heretofore adopted, and trusting the 10,000 conductors can take care of this paper, we are

Yours truly in P. F.,

H. D. HUNTER,
Friendly Hand Division 125.

GRAFTON, W. VA., July 14.

EDITOR MONTHLY AND READERS:—About three weeks ago eleven members of Knobly Div. 183 and Grafton Div. 190 paid a visit to 181 at Chillicothe, O., and spent a most delightful time. Our boys were well pleased with their visit, and say they will go again. The C., W. & B. boys understand how to make any occasion enjoyable. I like the independent stand the MONTHLY has taken against strikes, for they are a blight and a curse to this fair land of ours, and I think or hope at least all members of the O. R. C. will uphold you in it. I also like to see the brothers give copy of train orders and rules of their different lines, because it sets us to study if they are not *too easy*, and may perhaps make us all better railroad men, as the teachings of the Order should make us all better men morally as well as intellectually.

My home is in Parkersburg, a healthy young city of about 8,000. It has but few manufactories, and is on the Ohio river at the mouth of the little Kanawha river. It is 104 miles via B. & O. to Grafton, and 104 from Grafton via B. & O. to Wheeling on the Ohio River and 99 miles via Ohio River Railroad to Parkersburg. The O. R. R. is extending its lines to Pt. Pleasant to connect with the C. & O. R. R. Dear MONTHLY, I am not quite so young as I *used to was*. I once was young, but now *I mould*, and I feel its weight of years creeping or *running* upon me, for I passed my forty-fourth mile post in life this week. After giving the *boys* a little *chin music* on train orders, I will stop and give others a chance to get one word in edgeways. Hope this *won't* go up the flue in smoke.

G. H. B.

NUTMEG STATE, July 12, 1886.

EDITOR MONTHLY:—As the MONTHLY has contained as yet nothing concerning Hartford Div. No. 50, and thinking the readers would be pleased to hear from us, I will give to you a few lines in order that you may know that we are among the living and doing nicely for a small Division. We hold our regular Sunday meeting always, and should be pleased to receive any who might be on a visit this way. You will find us few in number owing to its being impossible for a large gathering, as our members are so scattered, and cannot be present, but the business is carried on with just as much interest and zeal as though crowded. We take great pride and interest in our Division at all times. Candidates come very slowly and better that they should, for brothers, we want to know who enters our Order, and I trust that all Divisions are as careful in this matter as we are, for men nowadays are not all men. We would be greatly pleased to have any of the brothers join us at our Sunday meetings; at the same time we notify you that the entrance to our meeting room will be enlarged, so those who perchance should meet either Bros. D. J. Ewell, Dolby Goble, Wheaton or Richardson going in the opposite direction, will not get a side stove in, battens knocked off, or paint scratched, and should they keep on improving, we will certainly have to take to the lots for our meeting.

Yours in P. F.,

GRATER.

PENSACOLA, FLA., August 5, 1886.

EDITOR MONTHLY:—On Saturday, at 5:25 A. M., myself, wife and Bro. C. L. Stevenson, of No. 139, and Bros. Cole and Donaldson, of No. 98, left Pensacola. Bro. Clegem had an elegant dinner set at Lloyd's which I assure you was the right thing in the right place. At 7:30 P. M. we arrived in Jacksonville, when we were met by Bro. Sola and taken to the Duval, where we were met by following brothers from Division No. 98: Brewster, Hudson, Coleman, Konns and Elliott. After partaking of a hearty supper, we viewed the city by gaslight.

Sunday A. M. at 9:30, we proceeded to organize St. John's Division No. 196, taking in the following gentlemen:

G. T. Maughs—C. C.

E. T. Sheftal—A. C. C.

D. L. Worden—Sec. and Treas.

Geo. S. La Rue—S. C.

T. O. Taggart—J. S.

V. Hawkins—I. S.

H. C. Keith—O. S.

N. Pryor, A. T. Scruggs, George Marchmont and Ed. Marsh, all good and true men—the Finance Committee.

G. T. Maughs, E. T. Sheftal, George S. La Rue.

Time of Meeting—First and third Sunday in each month, at 8 P. M., in the G. A. R. hall on Bay street.

After doing the work in full on nine of the applicants, we closed in due form. The new Division then called a special meeting and did the work on the other two (Messrs. Marchmont and Marsh), and got through very nicely. Bro. Sola, of Division No. 98, made several presentations as follows: A handsome banner from the brothers of the Pensacola Division of the L. & N. A set of flags from Mrs. Kidwell. A pin from Bro. Kidwell to Bro. Maughs; another from Bro. Donaldson to Bro. Worden; another from Bro. Colman to Bro. Sheftal. Then in behalf of Bro. Cole I presented Bro. Sola with a fine pin. After a general talk by several brothers in regard to the monthly insurance and other matters pertaining to the Order, the Division closed in due form. Through the kindness of some of the brothers we made the trip to St. Augustine and Pueblo Beach, both being places of interest.

We wish to thank Mr. Phillips A. G. S. of the F. R. & N. for the interest taken in our meeting. Also to Mr. Crawford, of the St. Augustine road, and Mr. Hayden, of the Pueblo Beach road, for courtesies extended. Also to the new Brothers for their hospitality.

In conclusion I will say that we have done well in securing the gentlemen we have, for I assure you they are all true men.

Yours in P. F.,

T. F. KIDWELL, *Deputy*.

ATLANTA, GA., August 10, 1886.

EDITOR MONTHLY:—Please allow me to express many thanks to the MONTHLY for the premium lantern. It is a beauty. My "better-half" has assumed entire control of it, and in the absence of moonshine uses it to light her way to church, and then makes a parlor ornament of it.

We are having some real hot weather now—ice-water and fans are in demand.

Division No. 180 is still improving. Our officers are very prompt in attendance, and are good workers. Our Chief, Bro. Joe Latimer, has moved to Smyrna for the summer, but he is always in his chair on meeting nights. Bro. Will Evans, a popular passenger conductor on the E. T., has gone to South Carolina to visit his old home and the scenes of his youth. Bro. R. H. McFarlon, of Div. 98, and a well-known passenger conductor on the M. & M. Div. of the L. & N. is quite sick in Atlanta.

On July 1 the E. T. V. & Ga. Ry. was reorganized, and the road is now out of the receiver's hands. No changes have been made with the officers. Mr. C. H. Hudson is still general manager.

We have on the Ga. Div., Mr. E. H. Barnes for our superintendent. Mr. Barnes is formerly from the Huntington Division of the C. & O. system. Though but a few months associated with the E. T. Co., he has by the ability with which he fills the position, his careful attention and uniform kindness to those under him, made himself many friends. There is no doubt about the successful management of the Ga. Division.

We have another official whom we mention with pleasure, Mr. J. J. Kress, our new trainmaster, formerly on the Pittsburgh & Western. Mr. Kress is fast attaining that popularity which he so well deserved in his former home. No man has made a finer impression than he has. The Ga. Div. is to be congratulated in securing the services of such an accomplished officer.

It is sad to mention the misfortunes of one of the oldest and best conductors in the South, Mr. I. J. Dunn, familiarly known as "Ish" Dunn, a man whom all like for kindness of heart and genial manner. He is one of the oldest conductors on the W. & A.

R. R., and an old member of "Gate City" Division No. 22, of the Conductors' Brotherhood.

On July 17 the happy home of our friend, who lives at Smyrna, fifteen miles north of Atlanta, on the W. & A. was rendered desolate. Two days after the birth of twins, Mrs. Dunn died. Only a few days thereafter one of the twins died, and at the same time his lovely little daughter, Lester, eight years of age, died. They were buried in the same coffin, the little cherub resting upon the arm of its sister. No words can console a heart so sorely tried. The sad occurrence has thrown a gloom over a large circle of sympathizing friends whose hearts go out to our bereaved friend in his deep affliction.

I will give the readers of the MONTHLY a sketch of one of the oldest conductors in the United States in my next. Wishing the MONTHLY success, I am

Yours in P. F.,

H. G. B.

ST. LOUIS, July 22, 1886.

EDITOR MONTHLY:—I had on my train yesterday as passengers, Bro. Green, wife and brother-in-law. They were en route to San Diego, Cal., hoping the change of climate will improve his wife's health. Bro. Green is a member of Neversink Division No. 52. He informed me that there had been several changes in passenger service of the Erie Railway, and that he is one of the unfortunate ones.

On June 13 a special train left St. Louis Union depot, consisting of engine and coaches, compliments of the C. B. & Q. Ry., and two chair cars attached to the rear of the train, compliments of the Missouri Pacific Railway, to the members of the Order of Railway Conductors. The train left prompt at 8 A. M. for Beardstown, Ill., the object being to participate in the union meeting to be held at above named place. A part of the programme was changed on account of rain. By a special invitation we repaired to the church where we listened to a sermon by the pastor of the First Congregational Church, after which Mr. Brown, Superintendent of the C. B. & Q. Ry. addressed the audience, complimenting the members of the Order on their loyalty to the different railway companies during their late labor troubles, and upon their exercise of good judgment in taking a decided stand in favor of law and order. He was followed by Bro. C. Wheaton, who by a few choice remarks, endeavored to explain the reasons for selecting Sunday as a general meeting day by nearly all Divisions of the Order, taking the ground that as we first require the applicant to answer in the affirmative whether he believes in the ever true and living God; also when he is obligated, he is required to conform to certain principles derived from the Bible, or in a certain measure accept the Bible as his guide, thereby conveying the impression to the public that we held a religious meeting in secret; the reason for selecting Sunday was on account of that being the day when the brothers would most likely be at leisure and at home. I don't wish to criticise our Grand Chief Conductor; that is not my object. I simply want to call the attention of members of St. Louis Division to his remarks and ask them if this does not seem to them ridiculous in regard to *our* Division: as any other brother knows what our attendance is, if not I can inform them that it is less than fifteen members. Does any brother suppose that less than that number are in St. Louis any day or hour in the week; taking it for granted that more than that number are in the city on Sunday then we are to suppose that they prefer to stay at home rather than attend the meeting. If that is the case, my brother, you should not infringe on the time of others by compelling them to wait on you and do your work besides, but come and give us your help to change the day of meeting; or is it possible that there are others who think as one brother expressed himself to me sometime ago, that if it were not for the courtesies extended to him in helping to secure free transportation over the country, the Order wouldn't be worth a ———.

The same brother is now in a big hurry for a Division card. I am very sure he cannot pass a creditable examination. He was in the city a number of times on meeting days during the strike, and for reasons best known to himself, was not present when his name was called. My brother, is this living up to the by-laws of this Division? An old saying is, "This world is what we make it." The same is applicable to our Division. It's what the members make it.

One thing in regard to the Order in general. I want to see the time when our Grand Division may meet, and means be devised by which amusements may be furnished for all, including wives and children of the members, so that all may enjoy themselves without the use of intoxicants. We advocate temperance. Why should we on the only occasion in the whole year when our families are with us at a meeting of the Order; also when our Grand Officers are present (seeming to say we indorse the actions of our members on this occasion), disregard one of the teachings that is most likely to injure us in our business, ruin our reputation, besides setting an example before our children that they may do likewise, at a time too, when the press is sending the news all over the country. Think you this will tend to elevate us in the estimation of the public?

These are matters we all should think of. Hoping to meet you all at the next annual meeting, I am

Yours respectfully in P. F.,

M. F. COMPTON, *Cor.*

EDITOR MONTHLY:—If you remember, I have written one short piece for publication in the MONTHLY, and after I saw that in print I resolved never to try again to palm myself off as a correspondent. I hope you will excuse me when I tell you that I cannot remain silent any longer.

If all understood correctly the laws and principles of our Order what a harmonious band of brothers we would be. Contention and strife would have no place in our midst, and Division No. 188 would never have passed those resolutions condemning brothers for doing their duty, and methinks if Bro. Preston had realized (at the time he was putting that question to his Division) the position in which they were placing the Order before the country, that he would have preferred to be called a "scab" rather than to have it passed by his Division.

Now, I do not wish to be understood as questioning the *intelligence* of any member of Division No. 188, but I do question their *interest* in behalf of the Order, as I do hundreds of other members of our Order who do not take interest enough to learn our laws and principles, and my experience in the Order convinces me that ignorance of the law is the greatest drawback to the harmonious working of the Order than any other one thing; and this too is all uncalled for and without excuse, as there should be no conductors placed in charge of a train who are not able to read and comprehend fully all our laws.

Now, brothers, one more word and I am done with the law for the present. Let us study the principles and laws of the Order, and if we find they do not suit us, or if our horror of being called a "scab" should overbalance our love for these principles, let us step *down* and *out*, and leave the Order in *peace*, for we will be better satisfied and the Order much better off without us.

I would say in behalf of Knobley Division No. 183 that she liveth and is prospering to the satisfaction of all concerned. We are living in peace, and have no fault to find with our Grand Officers or the laws of the Order as they are carried out by them, and we are always ready and willing to extend a helping hand to a worthy brother. Call and be convinced of this fact.

Now, Mr. Editor, will you be kind enough to inquire after one F. L. Kimmel, who

was appointed correspondent of my Division and say to him that I beg his pardon for intruding upon his rights, and hope that he may excuse me, through the MONTHLY at least, if he can do no more.

With the very kindest regards for all members of the O. R. C., I remain,

Yours in P. F.,

S. & T. Div. No. 183.

EDITOR MONTHLY:—The readers of the MONTHLY may be benefited by the following: There is one W. A. Robirds, of St. Louis, traveling through Colorado and Wyoming, and has been the means of about thirty conductors being discharged. He passes himself off as a *steamboat man*, and works on the sympathy of conductors, generally telling a pitiful story. He is supposed to be employed by Third's Detective Agency of St. Louis. All will do well to bear the above in mind.

Yours in P. F.,

A MEMBER OF DIV. NO. 44.

EDITOR MONTHLY:—After the organization of the Division at Brookfield the following was read:

CHIEF CONDUCTOR, OFFICERS AND MEMBERS OF BROOKFIELD DIVISION No. 194, ORDER OF RAILWAY CONDUCTORS:

A number of Brookfield ladies, in whom, I am sure, the members of this Division have a warm personal interest, desire to give some expression to the interest they have not only in your personal welfare and comfort, but in your success as an Order and in the harmonious and useful workings of your newly established Division. They have therefore procured this handsome Bible and altar scarf upon which it is to rest, as a fitting token of the holy influence under which they earnestly hope all the labors and teachings of your Division will be maintained, for then only may the wife, mother or sister of each member of the Order anticipate that full benefit and blessing which we are assured this noble society may prove to them.

Accept this memento of our regard for your Division. It is the gift of willing hands and loving hearts. May it prove a constant reminder to you all of the Great Ruler who presides over all assemblies, and of your duty to each other, your families, and your God.

Mrs. James Daley, Brookfield, Mo.

Mrs. T. B. Strain, Brookfield, Mo.

Mrs. H. H. Murphy, " "

Mrs. O. L. Pennell, " "

Mrs. J. J. Reavell, " "

Mrs. W. D. Crandill, " "

Mrs. Fred Hallett, " "

Mrs. J. T. Davis, " "

Mrs. C. Bailey, " "

Mrs. W. B. McGinnis, " "

Mrs. J. J. Culliton, " "

Mrs. Seth Taylor, " "

Mrs. R. A. Brown, " "

Mrs. W. J. Wayland, " "

Mrs. F. D. Murray, " "

Mrs. J. Murphy, Aurora, Ill.

Mrs. J. F. Doon, " "

Mrs. G. W. Sain Nickrosin, Kansas.

Mrs. W. O. Flasing, " "

Mrs. J. J. Jackson, Dangan, Cal.

Mrs. W. E. Mitchick, " "

Mrs. Ed. Gerrity, Brookfield, Mo.

Mrs. L. A. Jahnke, " "

The following preamble and resolution were read and adopted:

HALL OF BROOKFIELD DIVISION No. 194—

WHEREAS, We, the visiting members of the Order of Railway Conductors, assem-

bled at the organization of this new Division, desire to give expression to our sentiments for the generous treatment we have received while in the city; therefore be it

Resolved, That we one and all return our sincere thanks for the kindness we have received from our brothers of Brookfield, their ladies and the citizens generally.

E. A. STONE, Division 42.

Moved by Brother Belknap to adopt. Adopted.

BROOKFIELD, MO., Sunday, June 20, 1886.

At a meeting of Brookfield Division No. 194, O. of R. C, held at their hall after said Division had been organized, the following resolutions were unanimously adopted:

Resolved, That we tender to the officials of the H. & St. Joe road who are residents of this city our warmest thanks for their kindness in affording free transportation to visiting brothers, as also their interest manifested in our welfare. Be it further

Resolved, That we shall never forget the kind acts of the visiting brothers, who so willingly assisted in our organization.

Resolved, To the Mayor and citizens of Brookfield we feel under obligation for the interest they have manifested, and trust we may in days to come so conduct ourselves as members of this Order that we will merit their good wishes.

Resolved, Last but not least, we thank the wives of our members for the beautiful presents which grace our altar, and the interest they so kindly exhibit in our prosperity.

To the officers and members of the B. of L. E. for their kindness and courtesy in allowing us the use of their beautiful hall, even giving way on their regular meeting day for our accommodation.

J. REAVELL,
J. W. WAYLAND,
ROBT. REIS.



WHO IS IT?

—We received some time ago an elegant cabinet photograph of some one that we suppose is a friend, but as yet we have been unable to recognize him. We have, therefore, had a carefully executed engraving made of the photograph, and present it to our readers in the hope that some of them may recognize it and relieve us of the present suspense and uncertainty. The postmark on the envelope was either Binghamton or Elmira, N. Y., but was so imperfect that we could not determine which. If some one Wood only throw a little light on this Burrdensome question, it would be a great relief.

RAILWAY.

SOUTH AMBOY.

BY THE RAILROAD HARD.

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|--|--|
| Sabbath evening, 'tis quiet no more, The blowers echo from shore to shore; The trains are ready; come out of your hacks And take your places on moguls and jacks; Hook on to your trains and thank your stars That Stratton has given but sixty-five cars. Then up the "cut" you slide and you slip— Open the sand box with a stiff upper lip, Handle the train like a broth of a boy, | And bid a glad farewell to South Amboy. When to Mantua you get safely back You pray for the man who invented a jack, That when he dies and to judgment does go, And with the rest stands up in the long row, If he's sent to heaven, may they call him back, And send him to <i>sheol</i> for inventing a jack. — <i>Ex.</i> |
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LIBERTY OR——?

On the air line Division is a station called Liberty, consisting of only two inferior buildings situated in a desolate tract of country. On approaching the station the other day a brakeman put his head into the smoker and yelled "Lib-er-ty!" in a tone that would have been the envy of a rag gatherer. "Brakeman," said a passenger, as he took in the town at a glance, "are you sure this is Liberty?" "Yes, sir." "Positive?" "Yes, sir." "Can't be any mistake?" "Why no, sir; what place did you think it was?" "Well," said the passenger slowly, "I didn't know but it might be Death."—*Detroit Free Press.*

THE "DUDE" TRAIN.

In the course of railroad operations during the last quarter century, many establishments of "fast trains" have taken place upon different systems in England and the United States, and "Flying Dutchmen," "Flying Scotchmen," "Flying Yankees," "Cannon Ball" trains, and the like, have multiplied, until there is no lack of institutions of the kind upon which to base claims of fast running and wonderful performances, or to stand as precedents for what would once have been considered astounding feats in rapid transportation, or for experiments which not long ago in the past might have ranked among the "temptations of Providence."

The "Dude" train is one of the latest additions to the nomenclature of featurelly fast passenger trains, and the Old Colony Railroad furnishes the theater for its performances. This train makes the run between Boston and Woods Holl every week day in one hour and forty minutes, including stops, the distance being 72 miles. The run is made leaving Boston at 3.10 in the afternoon, and the return being from Woods Holl, leaving that station at 7.40 every week day morning, the run to Boston occupying a little more time

than the trip the other way. The train consists of a combination "smoker" and baggage car, and two parlor coaches of the Old Colony Line.

Now, while the average time made by this train is a little better than 46 miles an hour, including stops, it is a fact that over some sections of the route the time made is more than equal to anything often recorded in railroading for continuous mile running. Between Boston and Wareham, a distance of 49 miles, no stop is made either way, and over some portions of this run the rate of speed attained is worthy of note, because it is done with perfect safety and not the slightest inconvenience to the passengers, or undue wear and tear to machinery or track. Below South Braintree a 60-mile gait is largely attained and carried, while over sections of from three to seven miles in length, an average run of 55 seconds to the mile is regularly made, and a speed has been reached here of a single mile in 52 seconds. With road perfectly, or even approximately, straight, or having only the slight curves to be met with on English railways, a speed of a mile a minute over level sections is not unheard of, either in the United States or foreign lands, but not many instances are presented anywhere of passenger train running which outstrips that rate.

As has been already stated above, the rate of speed attained by this train is very unequal. Between Boston and South Braintree, for instance, the rate averaged is only about 40 miles an hour; while from Middleboro to South Middleboro, a distance of about 7 and 15-100th miles, the run is made in seven minutes. Between Bridgewater and Middleboro lies a 10-mile run whereon the locomotive is "let out" with large freedom, and the miles drop out from under the train like corn from a hopper. Below Wareham the stops are comparatively frequent, Buzzard's Bay and Falmouth being included, with some occasional stops on the lower range at the will of the passengers. For this is a private train, and it is not even down in the schedules of the lines. The "Dude" is chartered for the season between June 1 and October 1, by gentlemen residents and summer sojourners from Wareham to Woods Holl, and each of these pay a good bonus for his chair and the privileges of the train, taking the same for the whole season, no matter when he may begin or end his personal trips. Each passenger holding these rights has liberty to invite to ride upon the train a friend, or friends, providing they are not from the place whereon he abides along the road. The railroad company can send nobody by the "Dude"—has no right upon the train, in fact, except to run and care for its property and preserve all proprieties. The cars are fitted most comfortably with easy and commodious chairs, appropriate furniture, toilet conveniences and the like. Every provision possible for the luxurious transportation of the company ministered unto is at hand. The hours of running are the pleasantest of the summer days. On the trip to Boston the morning newspapers are taken on board at Brockton by a contrivance similar to that employed in collecting the mails, and there is hardly a slow-down in this process.

The country traversed is pleasantly situated, and at the Cape end of the route is singularly attractive—the beautiful waters about Wareham and the Onset region, Buzzard's Bay (Cohasset Narrows), Monument Beach, the villages and hamlets dotting the shores, the grand old woods occasionally coming into view, the constant suggestiveness of the sections within sight, as of a region abounding in supreme delights, the glimpses of headland and point and island, with white sails gleaming here and there off shore. The train arrives below of an afternoon in season to allow the passengers some hours of delight in yacht or boat or fishing craft, and innumerable are the schemes, the appointments, the excursions planned and plotted during the train trip, which are afterward carried out under countlessly varying circumstances, the sure accompaniments of which, however, are recreation and diversion for mind and body.

Of the "Dude" train Mr. Harry Myers is train conductor, Mr. L. Myers car conductor, and Mr. W. Wyer is baggage master. The engineer is Mr. William Smith, and the fireman, Mr. W. Doherty. These train hands perform no other service than that

connected with this train during its continuance. The time schedule outward reads: Leave Boston at 3 10; arrive, Wareham, 4.12; Buzzard's Bay, 4.21; Falmouth, 4.44; Woods Holl, 4 50.—*Boston Herald*.

[Bro. Harry Myers is a member of Division 157.]

CHEAP EXCURSIONS.

On September 10, the C. & G. T. R'y will make a round trip rate of \$34.60 from Chicago to Duluth and return, via Pt. Huron and the elegant passenger steamer "Wisconsin," running from there in the Northwest Transportation Company's Line. This rate includes meals and berths on the steamer, which stops at Sault Ste. Marie, Marquette, Ashland, Washburn and Bayfield, giving the passengers an opportunity to visit the points of interest at these noted summer resorts, and one day at Duluth. Those desiring may remain at Duluth and return on any of the company's steamers within thirty days. The continuous round trip can be made in about eight days.

And on September 8 and 22, the C. & G. T. R'y will make cheap excursion rates to Northwestern, Western and Southwestern points, selling round trip tickets at less than half rates. This is an excellent opportunity for those desiring to visit the localities where cheap lands can be secured. Full particulars will be furnished on application to the agents of the C. & G. T. R'y.

KANSAS CITY ENGINEERS.

On Sunday, June 11, the members of the Brotherhood of Locomotive Engineers of Kansas City, held a grand union meeting to which the public were invited, and a special invitation being extended to the members of the Order there, one hundred of them, headed by the irrepressible Coman, accepted and were present. An address of welcome was delivered by Ex Gov. Crittenden, who is well known to all railway men in the Southwest, followed by Grand Chief Arthur, whose remarks as usual were well worthy the attention of all. We quote therefrom his explanation of the policy of the Brotherhood and definition of a strike, and will only take space to say that if that definition of a strike was rigidly adhered to by all, the laboring man would be twenty-five years in advance of his present situation, and there would be no occasion for conductors to obligate themselves not to participate in a strike. Unfortunately, the engineers have in the past sometimes forgotten the correct rendering.

"Now I want to explain our policy or the policy of the Brotherhood in dealing with the questions between employe and employer. In this place we have, and upon all roads, what we call a 'grievance committee.' Now, disputes will arise; just so long as there is capital and labor, disputes arise. The great question has been how to adjust them, and my motto has always been and always will be, in the language of St. Paul, 'Come let us reason together.' But when you say 'No,' and slam the door in my face, then I say you are responsible. Now our policy is this: The grievance committee wait upon the master mechanic first—recognizing every man in his position; that is right—if the master mechanic don't settle it satisfactorily, then go to the superintendent, and if he don't satisfy them, then go to the general manager; if he don't settle it and they want the support of the brotherhood, then they have got to send for the grand chief engineer. When they send for him and furnish him with a detailed statement of the grievances it is his duty to proceed at once to the scene of trouble or dispute; it is his duty to go and use all honorable means in his power to effect a settlement.

"And let me say to you frankly in every case where we have been sent for and the officers of the road have received us and talked the matter over with us, a peaceable adjustment has followed. Wherever they refused and ignored and treated us with contempt we have had a strike; do you blame us? I do not care whether you do or not. [Applause.] I tell you when any man representing capital on one side, closes the door of arbitration in the face of those under him and denies him the right of petition or the right to present his grievances in a manly way, he takes a position that no honorable man can sustain him in.

"We claim the right, after exhausting every honorable effort to effect a settlement, if they ignore us and will not grant us a hearing we claim the right to quit if we want to quit, and do quit in a body. But having quit, my friends, we do not claim the right to take another man by the throat and say, 'Thou shalt not,' or 'Thou shalt.' [Applause.] That's the great difficulty and the great mistake of labor organizations, and I care not by what name they go, when you attempt to use force and intimidation, when you attempt by force to prevent another man to earn a livelihood for himself and family you violate every law of equity and justice and should be punished. [Applause.] You have the right to quit, you have the right to persuade, you have the right to buy; and that is what the brotherhood has done where they had trouble. I am glad that I can say this afternoon, since '77 every case that has come up—disputes between the companies and the engineers—has been settled satisfactorily to both parties. Why? Because the railway managers received the committee, listened to their grievances and the outcome was a settlement. I will say this for the locomotive engineers, that I never have found them yet to be stubborn or unyielding. I have always found them ready and willing to listen to reason and meet their employers half way, and compromise when the circumstances would warrant it. That is the true policy, and I am glad that our railroad managers begin to look at it in the same light.

"Now some people lay great stress on the word strike. We won't say 'strike,' we will say 'quit.' What is the difference? You take our case that occurred on the Grand Trunk road, for instance. We were there and spent three days with the committee of seventeen men in Montreal trying to reach the officers. We were ignored, treated with contempt. Well, now there were just two things left for the men to do, quit or submit. And if they had submitted, what would have been the outcome? What was the trouble?

"All the old engineers were served with a notice that on and after December 14, their services would no longer be required. What for? I'll show you where the advice comes from. Mr. Hickson was advised by two ex members of the brotherhood—always look out for your ex-members—he was advised to discharge So and so. Mr. Hickson followed the advice and the result was the strike.

"Well, they couldn't fill our places. Negotiations were opened, the result was a settlement; and all that we asked of them was simply to reinstate the men they had discharged and fulfil the terms of the contract made with them in 1875. Now, if we had not quit, every engineer belonging to the brotherhood in Canada would have been driven from his country. Would that have been right? No, sir. There is a point beyond which no man can afford to go and protect his own interest. Since that, the men of their volition, have submitted to a reduction, and they extended their time on three different occasions, and there is the best of feeling between the officers of that road to-day and our brotherhood in Canada. Sometimes you have to whip a man to make him treat you well. There is good sound logic in that. [Laughter.]

"We didn't want it. We exerted every effort to prevent it; spent three days in Montreal, with a committee of seventeen men, but it had to come, and of course we did our very best to win. We bought every man that came there to take our place, and paid that man just as much as the company would pay him, which we have a legal right and a

mora right to do. [Applause.] You understand the position of the brotherhood. We are not ashamed of it. We do hope and we will say this, it will not be the fault of the brotherhood if there ever occurs on any railroad any strike by the locomotive engineers. We want to do everything we possibly can to cultivate friendly relations with our employers. We want to bring them closer together. My advice to the engineers, and my advice to all railroad men is this, to be faithful and just to your employers; discharge your duty faithfully and honestly, and after having done that feel that you are the peer of any other man whether he is a railroad manager, superintendent, master, foreman or what not. [Applause.] It is not position that makes the man. It is not the cloth the man wears, but his character, and if you are an honest man I care not if you are a hod-carrier. If you are an honest man, you are the peer of any other man as far as manhood goes. And there is more in manhood, a great deal, than there is in wealth. [Applause.]

"I have no faith in these men who pose before the country as labor reformers; I have not a particle of faith in them, because what do we hear and what do we read? Nothing but a tirade against capital. What is capital? Or what a capitalist? I would if I could make a capitalist out of every one of you, and I hold a man who has got \$5 in the savings bank is a capitalist in the fullest sense of the word. If our working men would be a little more careful how they spent their earnings and made use of the time that God gave them, they would have less cause for complaint, and they would turn a different ear to those men who pose before the country as labor reformers, trying to impress upon their minds that a man because he has by his own industry and perseverance secured a competency and put it into circulation to give employment to the hundreds, that he is the working man's enemy—away with such talk as that! It is false teaching.

"I tell you, if our working men to-day—now understand me, I do not apply this to certain individuals, but I am speaking now in general terms—what our working man to-day wants, and when I speak of a working man, I include in that term every man that works for wages, whether he works from the pulpit or the machine shop, I care not; if he works, whether it is with the mind or with the body, he is a working man in the truest sense of the term. And if our working men would give a little more heed to the way they were conducting themselves, and would shun our beer saloons and drinking saloons and squander less of their earnings, they would be much better off than to-day. Now, some of you may not like that—if you like your beer. But what does it mean? Did you ever think of it? There where I live in the city of Cleveland, within a stone's throw of my home are four saloons; and they are put right in the pathway of the men from the factory and the shop. Why? To catch them as they go by. Some of the men are weak enough that they cannot resist the temptation thus placed in their path. The outcome is that they leave from 10 to 15 cents of their earnings in the saloons every day, at the same time their children will be running through the streets barefooted. Now, is that good sound sense for a man to do that and then complain of capitalists?

"Now, we have been accused—I speak of this at this time, my friends, to correct any wrong impression—I have been represented as wanting to build up an aristocracy in labor. What does that mean? I say I wish I could make an aristocrat of every working man. I wish I could make him feel that he is of some importance, and that he is filling a niche in this world that no other man could fill. I would like to instill into the mind of every man that he is put here for a purpose, that he has a place to fill no other man could fill. If we could get that instilled into the minds of our working men they would be better off than they are to-day.

"Now a word to our friends on the other side. I am glad that you are here to-day, members of the organization of the railroad conductors. I bid you God speed in your efforts to benefit your condition to exalt yourselves. You know that some of the best railway managers we have in this country to-day commenced as section hands. I

do not say that you can all become or will become railway managers, but the field is wide, and it is ripe unto the harvest, and the same opportunities, young men, as there were before all those who have gone before you. And you can do it and at the same time protect your own interests as an association, and if there are any here belonging to the Brotherhood of Locomotive Firemen, I say to you that you have my sympathy, and anything I can do for you as members of the Brotherhood of Locomotive Engineers or members of the Railway Conductors, you may rest assured that it will be done cheerfully. The same to the Brakemen and the Yardmasters' Association, for we like to be on good terms with them; for the engineers they can clear the yard up and let you in without holding you outside so long. [Laughter.] You want to keep their good will; if they are inclined to do the wrong way they can wheel you round and put you on the right track.

"But I say to you all, by whatever name your association is known, of course I don't know you all, I say to you as a working man, as a man who commenced his railway career as a wiper, then a fireman, then an engineer, and have worked and done for myself since I was 10 years of age, and I never gave myself question about whether I worked eight or ten hours a day—work. Make the best use of the time that God gives you and be honest and true to your fellows; then stand squarely on your feet and feel that you are the peer of every man; and so you are if you behave yourself." [Great applause.]

Eddie Burdette then gave some "statistics," for which we are sorry we have not room, and the audience dissolved, each one feeling repaid for attendance.

MANITOBA & NORTHWESTERN RAILWAY COMPANY.

CIRCULAR NO. 68.

To All Employees:—The undersigned, believing it will tend to the benefit and amusement of the employees at headquarters, proposes to establish a reading-room in the General Offices' building at Portage la Prairie, in which will be found papers and periodicals, and to which, eventually, it is hoped, may be added a library.

A committee consisting of Messrs. G. H. Webster, J. H. Kingwill, S. H. Gilmour and J. G. Henry, is hereby formed and directed to prepare a scheme for the establishment and management of this reading-room, and to report to the undersigned as soon as possible.

A. R. BAKER, *Gen'l Sup't.*

CIRCULAR NO. 67.

To All Employees:—The undersigned proposes that an employees' picnic shall be held sometime early in July, to be attended by all persons in the employ of the company who can be spared from their duties on the day fixed for it.

A committee consisting of Messrs. G. H. Webster, J. H. Kingwill, J. G. Henry, R. H. Gilmour and J. D. Norton, with the addition of such employees of their own department (not exceeding two) as may be named by them, is hereby constituted to arrange the details and to report to the undersigned.

It is hoped, should this first experiment prove a success, to make it an annual event.

A. R. BAKER, *Gen'l Sup't.*

EMPLOYEES' EXCURSION.

By direction of the General Superintendent, it is proposed to hold a social basket picnic of all the employees of the company who can be spared from their duties for the

day, and their friends, at McArthur's Landing, near Westbourne, on Saturday, July 24. Transportation will be provided and incidental expenses borne by the company, but participants will supply their own eatables.

Invitations will be issued so far as practicable to each employe and his family (or lady friend if unmarried). Each employe whose position is of a permanent character may also request invitations for not to exceed four friends with their families or ladies, and each temporary employe for one friend and family or lady, the decision to be made by the head of the department, and all requests to be subject to his approval. Each head of department will be furnished with blanks to be filled up with the names of those for whom invitations are desired and returned to the secretary of the committee, not later than the 15th inst., that arrangements may be made for trains, of which due notice will be given.

It is of course understood that each employe will be held responsible for the respectability and good conduct of those invited on his request, and will see that the generosity of the company is not abused by persons using these invitations to travel on their own private business, to the detriment of the revenues of the company.

Arrangements will be made for the entertainment of all by music, dancing, boating, games and sports, and it is hoped that the employes of the company will generally interest themselves to make the occasion such a complete success that it may become an annual event.

For the Committee,

GEO. H. WEBSTER, *Chairman*.

J. H. KINGWILL, *Secretary*.

PORTAGE LA PRAIRIE, July 6, 1886.

A BLACKMAILING SCHEME.

By the prompt action of a passenger conductor on the Rome, Watertown & Ogdensburg road, one of the most daring and despicable blackmailing schemes was exposed a day or two ago. The facts in the case as related to a *Herald* reporter are as follows: Just before reaching Oswego on Saturday, the conductor of one of the passenger trains on the Rome, Watertown & Ogdensburg road was approached by a well-dressed, gentlemanly appearing man, who said that he was one of a party of seven detectives that had been employed by the officials of the road to watch passenger conductors and to report all fares collected during the various trips made by the knights of the punch. The stranger said that he had secured evidence enough against the conductor of the train to warrant his immediate retirement to private life, but proposed that if a good sum of money was forthcoming he would not present an unfavorable report to the officials. The little game failed to work however, as the "detective" was given to understand that if he did not mind his own business he would get into trouble. When the train drew into Oswego the conductor, who had been worked up to a great passion at the insulting insinuations of the stranger, procured the services of a policeman and had the so-called "detective" placed under arrest on the charge of attempting to extort money by a blackmailing scheme. At the police station the "detective" weakened and informed the officers that he had been employed by a certain conductor on the Rome, Watertown & Ogdensburg road to charge the other passenger conductors with appropriating the company's money, and in case that he could effect a settlement with the knights of the punch, the two schemers would divide the spoils. It is alleged that the conductor who had "put up the job" got wind of the arrest of his agent, and when his train arrived at Suspension bridge he took his departure for Canada, fearing arrest should he remain on the American side of the Niagara river. It is also alleged that a woman met the conductor at Suspension bridge and accompanied him into Canada. He has a wife and family living near Oswego.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

XCI.

Carrier of Passenger—Engineer, Negligence of—Information by Conductor—Passenger's Risk.—Action by plaintiff to recover for personal injury, broken ankle, etc., alleged to have been caused by the negligence of the engineer and conductor of the defendant's train. The plaintiff while a passenger on defendant's train en route to G—, inquired of the conductor if passengers could debark at a point near the station; and thus while the train was slowing up, with the permission of the conductor who told him passengers frequently debarked at said point, the plaintiff went to the rear end of the last coach, and while in the act of descending the steps, the engineer admitted more steam, and by reason of sudden jerking of the train, and the absence of a chain usually kept across the railing of the rear coach, the plaintiff was thrown to the ground and injured. Plaintiff had judgment, and the defendant appealed.

Held, That it is not negligence in an engineer of a train on arriving at a station, if he should let on more than the exact quantity of steam necessary to overcome the friction of frogs and switches, thereby creating a jerking motion of the train, if so doing he exercises a reasonable discretion.

Held, That it is not usual to place a chain across the rear end of a platform, and the omission to do so, is not negligence.

Held, That information by a conductor to a passenger of mature age, and accustomed to railroad traveling, that persons sometimes debarked at a particular place, does not require the passenger to take the risk of leaving the car at such place, and such negligence is not negligence in the conductor.

Held, That where a party receives an injury to which his own negligence has contributed, he cannot recover.

Judgment reversed.

The C., B. & Q. Ry. Co. vs. Hazzard. Ill. S. C.

NOTE—It was in evidence that chains had been used on the rear of coaches, but had generally been disregarded; that the plaintiff fell through the gap or passage-way, which doubtless could not have occurred had the chain been there, but the court held that a railroad company cannot provide, nor is it their duty to provide every possible and conceivable safeguard for their passengers. Conductors may compel passengers to leave the train by a particular door or pass-way, and if he so orders them and an accident happens, the parties using all necessary precaution, a recovery may be had. But in this case the conductor did not order, direct or advise the plaintiff to leave the car while in motion at the particular place, but simply said passengers often left the cars at that place.

XCII.

Rights of Passengers—Contributory Negligence of Conductor and Brakeman.—This is a suit by the appellee, Hattie E. Hoagland, to recover damages for distress of mind, sickness and exposure caused by the negligence of the appellant's train servants. The complainant was a passenger upon the defendant's train en route from Chicago to Plymouth. The conductor taking up her ticket and delivering to her his check indicating by figures her destination to be that of Plymouth. When within thirty miles of her destination the brakeman came into the car and announced that the next station would be Plymouth, the conductor soon after took up her check, and the passenger asked the conductor if the next station was Plymouth, to which he answered, "Yes, the next station is Plymouth, your stopping place." The train continued for several miles when it was signaled to side

track by a freight train, at a switch north of G—, a small, but not regular stopping place. The complainant relying upon the announcement made by the brakeman and upon the conductor's statement, believing that the train had reached Plymouth, left the train and was assisted to alight by the brakeman. The freight train passed and the passenger train immediately moved forward, leaving the complainant alone in the darkness and storm. With much difficulty and exposure she found shelter in the house of a section hand.

Judgment was had and the company appealed.

Held, That a passenger on a passenger train, unacquainted with the route of the railroad, and with the location of stations along such route, may lawfully rely upon the statements of the conductor and brakeman in charge of the train, in regard to her stopping place; and, if so relying, such passenger leaves the train at the wrong place, and is damaged thereby, the railroad company will be liable to such passenger for such damages, induced by the negligence of its conductor and brakeman in charge of the train, if there is no contributory negligence of such passenger.

Judgment affirmed.

Penna. Ry. Co. vs. H. Hoagland. Ind. S. C. 78—203. I. M. July, '86.

XCIII.

Crowded Car—Child Passenger—Conductor.—This was an action under the statute by plaintiff as administrator of the deceased, to recover damages for the wrongful acts of the defendants, which resulted in the death of the deceased. The evidence showed that the deceased, a mere boy, had paid his fare, was seated with a companion of his own age, and that he was requested by the conductor to vacate his seat to some adult passengers, which he did, but found another seat near the rear end of said car, but was again requested by the conductor to vacate, but objecting to give up their seats, were "put out" of their places by the conductor. The boy was crowded and pushed by the passengers in the car out on the platform, which was also full of people. While there, and the car in motion, a fellow-passenger rushed to the platform to get off, and the boy was thrown off the car, run over and injured, from which injuries he died.

From a judgment favorable to plaintiff the company appealed.

Held, That where the deceased (a boy) was compelled by the conductor of a railway train to stand upon the platform of a crowded car, and while there was thrown from the car by the hasty and careless departure of another passenger; that the wrongful act of such passenger did not relieve the company from the consequences of its wrongful act in placing the deceased upon the platform, and were responsible for the damages sustained by him.

Held, That ordinary capacity and ordinary care and attention in protecting himself is all that the law requires of a passenger in a railway car.

Held, That a sick or aged person, or a child is entitled to more care from the conductor and train men than one in good health and under no disability. He is entitled to more time in which to get on or off the car, and to more consideration in general.

The B. C. & N. Ry. Co. vs. Sheridan, Adm. N. Y. S. C. Deering p. 87.

NOTE.—It was insisted by the company in this case that the child should have had a protector; and that the company was not more responsible for his having been knocked off by a fellow-passenger, than if he had been shot or clubbed by a fellow passenger. The court, however, viewed the acts of the conductor rigidly, and held that if by the motion of the cars he had been thrown from the platform, still the company would have been liable. If the conductor would not have moved the deceased from his seat and compelled him to stand upon the platform, he would have been unaffected by the illegal act of the fellow-passenger.

XCIV.

Exemplary Damages—Sick Passenger—Duties of Conductor and Passenger.—In this case a judgment was had for \$3,000, as exemplary damages alleged to have accrued,

to plaintiff by reason of having been carried past the station platform at his destination. Plaintiff was a very sick passenger unable to assist himself and made no effort to get off the cars while standing at the depot. He had failed to inform the conductor of his condition, and upon the starting of the train he called to the conductor who stopped the train and put him off upon the ground, from whence he was carried to the station house. It was no evidence that the conductor knew of his sickness, and insultingly refused to detain the train long enough at the platform for the friends of the sick man to remove him; and when requested to back the train to the platform profanely said, "He would not back the train for Jesus Christ."

A motion for a new trial being denied, the company appealed.

Held, To warrant the recovery of exemplary damages either malice, violence fraud or oppression must be shown to have mingled in the wrongful act complained of.

Held, That if a passenger is sick, unable to walk, and requires assistance to get from the car, and longer delay at the station is necessary for him to be safely removed, he should give timely notice of the same to the conductor.

Held, That sick persons, and persons unable to take care of themselves, should provide for themselves proper assistance while traveling in railroad cars; it is not the duty of the railroad company to supply it.

Held, Further, that it is not the duty of conductors to see to the debarkation of passengers; they should have the station announced, and stop long enough for passengers to get off.

Judgment reversed.

N. O. J. & G. N. Ry. Co, v. Stratham. Miss S C, L. A. June, 1886.

NOTE.—The Mississippi code differs widely from other states on this subject. The general rule of law as well as courtesy require conductors and train agents to assist passengers to embark and disembark from trains where they can only with difficulty get out; moreover, the conductor is bound upon the request of any passenger to move the train backward or forward so as to enable the passenger to step upon the platform. The negligence of the conductor in assisting a person off the cars is the negligence of the corporation.

Drunken Passengers, Rights of—Conductors' Negligence—Passengers Right to Protection.—In an action for damages for the loss of an eye caused by fighting and riotous conduct by several fellow-passengers whereby complainant was struck in the eye with a glass, alleging that said disorderly and riotous conduct took place under the eye of the conductor who made no effort to suppress it, though he was requested by several passengers to interfere and stop it by putting the drunken and riotous persons off the car. From a judgment in favor of complainant, the company prosecutes this appeal.

Held, 1. That the slightest degree of negligence on the part of a conductor of a car resulting in injury to a passenger without fault on his part, will render the company liable.

2. That when a passenger while being carried on a train is injured without fault of his own there is a legal presumption of negligence by the carrier and the burden to disprove it is on the carrier.

3. That conductors of trains have control over the passengers, and are responsible for its exercise as for properly running the train.

4. That drunken men should not be permitted on the train; or if so, should be so guarded or separated from the orderly part of the passengers as to prevent injury from them.

5. That it is the duty of conductors to repress all disorderly and indecent conduct in their cars, and persons guilty of rude or profane conduct should be at once expelled.

Judgment affirmed.

Pittsburgh etc., Ry. Co. vs. Pillow. Penna. S. C. Der. July, 1886.

NOTE.—While it is a part of the contract to carry safely, and also to preserve order and to use the utmost care in protecting passengers against the violence of other passengers, and the duty of train men to eject noisy, boisterous and drunken passengers whose presence is a discomfort and a danger to the others, yet if an injury occurs and it can be proven that it arose from accident which the utmost skill, foresight and diligence could not prevent, then there can be no recovery.

YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

CHICAGO, July 6, 1886.

TO THE OFFICERS AND MEMBERS OF MINNEAPOLIS DIVISION No. 20, MINNEAPOLIS AND ITASKA DIVISION No. 21, ST. PAUL, MINN.:

Dear Sirs and Brothers:—At a regular meeting of Chicago Division No. 15, held Saturday, 3d inst., the following resolutions were offered and adopted, to-wit:

Resolved, That a vote of thanks be tendered to the officers and members of Divisions No. 20 and 21 for courtesies and kindness extended and the fraternal spirit shown to our delegates, their wives and sweethearts during their stay in the twin cities of the North at the Twelfth Annual Convention held at St. Paul 9th and 10th ults. The delegates will ever remember and cherish the visit to St. Paul and Minneapolis as one of the brightest ever enjoyed.

Resolved, That the thanks of this Division are also due to the Mayor and citizens of both cities for favors shown.

Resolved, That a vote of thanks be tendered to the officers of railroads centering in the two cities for courtesies shown.

Resolved, That the above be published in the official organ.

Resolved, That a copy of the above be forwarded to both Divisions, with the seal of Division No. 15 attached.

I remain yours truly,

HENRY R. HOPKINS, Secretary.

OFFICE OF YARDMASTER, DENVER, COL., Aug. 9, 1886.

COR. SEC'Y Y. M. M. B. ASSO.:—Being now two months since the Twelfth Annual Convention, and everything moving along very smoothly, I take great pleasure in informing you that Division No. 8 is on top once more; all personal enmity between the members is laid aside, and peace once more reigns. No. 8 can now boast of 32 members in good standing, and the prospect of six new members coming in; three of them being old members who desire to be reinstated. Harry Bookhorn, our genial President of Division No. 8, takes a great deal of interest in association matters, assisted by such members as Sam Stewart, Asa Wilder, W. J. Walpole, J. J. Brady, all old timers, and in fact all the members of Division No. 8 are active workers in the interests of the association. Seeing that no provisions have been made for local divisions to work on outside of the general Constitution, Division No. 8 is getting up a local set of by-laws, etc., which we find we are greatly in need of, and in which we intend to relieve the labors of the Grand Secretary and Treasurer in regard to issuing notices, etc. On receipt of the August number of the MONTHLY we all were very much pleased to find a portrait of our worthy President, E. M. Carter, and also a sketch of his life, which shows him to be a young man of exemplary character. Our friends in the Western country are very much pleased with his election to the highest office in the gift of the association. Although a young man in years, he has shown that he has executive ability, and we earnestly hope that during his term of office as President the success of the association will compare favorably with that of his esteemed predecessor, J. C. Campbell. Our only way to success is for all to put

their shoulder to the wheel, and our success is assured. Business on all the railroads entering Denver is good for this season of the year. The excursion season is now fully opened, the excursionists going to all parts of Colorado. No matter what part of the State you go to the effects of nature are to be seen in all directions, as far as the eye can see. This, with the climate of Colorado, makes our beautiful city a very desirable place to live in, and those who have once settled down here to live, regret very much to be compelled to move away. And now, not wishing to occupy your valuable time and space too much, I shall close with the promise of another letter soon, in which I shall give you a list of our yardmasters in and around Denver. And to all yardmasters visiting the Queen City of the plains we extend a hearty welcome, and will be very much pleased to show them around. I remain respectfully yours,

J. J. BRESNAHAN,
First Vice-President.

PHILADELPHIA, PA., Aug. 16, 1886.

EDITOR MONTHLY:—After waiting patiently until the last moment prescribed for the reception of communications intended for insertion in the September MONTHLY, and having received but one voluntary contribution from members of the Yardmasters' Association throughout the length and breadth of the country toward the above object, I am under the necessity of compiling a very limited amount of information for the members of the organization in this issue. The members have only themselves to thank for this, as it cannot be expected that the Corresponding Secretary can make news for them, if they themselves will not furnish the raw material. It is to be hoped that in the future members will be governed by the above hint, and send along such items of information as will be of interest to other members in different parts of the country.

President Carter and Brother T. N. Anderson, of the Executive Committee of the Y. M. M. B. A., visited Baltimore on invitation of the members of Monumental Division of the above city at their last regular meeting on the 8th inst. They were very cordially received by the members of the above Division. Speeches were made by the President, Brother Anderson, and members of Monumental Division, after which the visitors were invited into an adjoining room, where a splendid collation was served in which all participated, and to which ample justice was done. After the collation the visitors were driven to Tolchester Beach, a famous resort in the vicinity of Baltimore, where a few hours were spent in a social and fraternal way, after which the visitors took a train for their respective homes, much pleased with the courtesies they had received. In this connection the Corresponding Secretary must not forget to mention the courtesies received at the hands of Mr. A. H. Miller, Jr., Assistant Yardmaster at Baltimore, while passing through the Monumental City a few days since in company with a friend. Mr. Miller can rest assured that they were highly appreciated.

Mr. Joseph Sanger, Secretary and Treasurer of the Y. M. M. B. A. reports an increase in membership since the beginning of the fiscal year (April 30) to July 17, of seventy-three new members.

On the morning of Aug. 2, Mr. George W. Coleman, Assistant Yardmaster on the Cumberland Valley R. R. at Bridgeport, Cumberland county, Pa., was almost instantly killed at the above place while in the act of staking a couple of cars off a siding. It is the "old, old story;" the stake slipped, and striking him on the back part of the head caused almost instant death. Mr. Coleman had been in the employ of the C. V. R. R. Co. for a period of sixteen years, and had been Assistant Yardmaster at the above place during the last nine years. He leaves a wife and three small children, as well as an aged mother, to mourn his loss, who were entirely dependent on him for support. He was buried on the 5th inst., a very large attendance being present to pay their last respects to one

whom in life they had so well known and respected. The deceased had been a member of Harrisburg Division No 62 since its organization some fourteen months ago, and had always been an active member, attending the meetings regularly and taking an active interest in the Association. Members of the Twelfth Annual Convention at St. Paul will perhaps remember him, as he was a delegate from Harrisburg Division to that convention. He was quite a young man, being only in his thirty-sixth year at the time of his death.

Another sad accident has taken place in this section of the country by which one of our yardmasters has been seriously if not fatally injured. On the morning of 16th July Mr. Jesse J. Catlin, Yardmaster of the Penna. R. R. at Jersey City, was standing at the South Elizabeth station, where he resides, waiting for a train which would take him to his place of business at Jersey City, and while waiting his attention was called to the imminent peril in which a young lady stood from the approach of a west bound passenger train. Taking in the situation at a glance Mr. Catlin sprang toward the young lady and seized her for the purpose of dragging her off the track. But alas! too late. Before he was able to accomplish this the train struck both of them, killing the lady instantly and very seriously injuring Mr. Catlin. Both were thrown some distance, Mr. Catlin's head striking a rail and causing a fracture of the back part of the skull. He was immediately conveyed to his home and every attention paid to him, but up to the present time I am sorry to say there is little hope of his recovery. Rumors have been current lately that he has become a raving maniac, but I am happy to state that such is not the case. His physicians on being questioned say that there is not a word of truth in the report. He has been in a comatose state ever since the accident, with lucid intervals in which he recognizes those about him and realizes his condition. His physicians say that his condition is not as hopeful as it was, and that there are indications of softening of the brain. This would certainly be a pitiable ending to the life which he risked in the heroic attempt to save another. Mr. Catlin has been in the employ of the Penna. R. R. Co. since about 1872, when he entered the service as a clerk in the freight department, after which he was transferred to the car truck department as yard clerk, and subsequently promoted to yardmaster at the Meadows, Jersey City, in 1874. He was afterward made yardmaster at Jersey City, which position he held at the time of the accident. In March, 1884, Division 44 Y. M. M. B. A. was organized at Jersey City and he was elected President, which office he held for one year, declining re-election. Mr. Catlin was a delegate to the Tenth Annual Convention held at Atlanta, Ga., where he was elected Second Vice-President. He was also a delegate to the eleventh Annual Convention at Philadelphia, and was elected a delegate to the twelfth held at St. Paul, but was unable to attend owing to the illness of his wife. Mr. Catlin is about thirty-eight or forty years of age, and has a wife and four small children. He is of a strong, robust constitution, and has always enjoyed the best of health, took excellent care of himself, and was devoted to his wife and children. Let us hope that with the above in his favor, and to his credit, he may yet pull through to enjoy many years of renewed health and happiness. I inclose you a letter from First Vice-President Bresnahan for publication, the only voluntary letter I have received, and in doing so express the hope that members will interest themselves more to furnish items of interest for future numbers Truly yours,

WILLIAM BAIRD,

Corresponding Secretary.

AT CHURCH.

With creaky shoes a stranger treads
The echo-haunted isle,
And all the people turn their heads
To see the man the preacher dreads—
The man who makes folks smile.

For stratagems he is not fit,
Nor yet for treason's role;
For he, who like a ghost doth flit,
And in a front pew calmly sit,
Hath music in his sole.

—*N. Y. Journal.*

MENTIONS.

—Friends of Mrs. Wheaton will regret to learn that she has been seriously ill, but at this writing she is much better.

—Some members go to union meetings to attend the meeting; others go for other purposes. Alexander *can* tell what he went to Des Moines for, but perhaps he won't.

—We surrender a large portion of our editorial space this month to Fraternal, and still have much interesting correspondence left over, a part of which will appear next month

—Some of our boys attended the G. A. R. picnic at Racoon, on the I., D. & S., and report a good time. Two heavily laden trains were required to take the picnickers from Indianapolis.

—Jesse Gray—not "Jossie"—an old conductor on the I. & St. L. Railway and a member of Division No. 103, who was partially paralyzed some time ago, we are pleased to know is recovering.

—Bro. W. E. Tew of Division No. 40 is the latest addition to the Chicago & Alton force of passenger conductors. Bro. Tew resigned his position on the C., M. & St. P. to accept one with the Alton.

—Our good Brother Kilpatrick marshalled a procession of about 5,000 Foresters through the streets of Chicago a few days ago. Bro. K. is Grand High Secretary of that order for the State of Illinois.

—Bro. Stinson of the I. C. was said by all to be the "handsome man" of the party on the late excursion to Milwaukee, though "ye editor" thinks that he "didn't have a fair show," or the result might have been different.

—Bro. C. A. Wood, of Division No. 9 has been promoted to a regular passenger train on the Northern Central Railway. Bro. Geo. E. Drake has taken his place on the extra list. George looks well in his new livery.

—B. G. Gordon, a member of Division No. 103 and a conductor on the I., D. & S. Railway, has been sick some time, but we are pleased to be able to say that he is improving, and hope to see him on his run soon again.

—Any one knowing the whereabouts of Thos. Conway, of Division No. 66, last heard of running out of Buena Vista, Col., will confer a favor on his parents by sending information to J. D. Sheehan, 521 Main street, Keokuk, Ia.

—We are under obligations to Bro. Herman Fonda for a copy of the Albany "Bi-Centennial," an elegantly illustrated book, giving the history of the city from its settlement, and colored plates illustrating the various "floats in the parade."

—Among twenty-three patents for "car-couplers" issued from the Patent Office during the month of July, was one to Bro. O. O. Winter, of Des Moines, Ia. We sincerely hope Bro. Winter has a good thing, and that he will meet with success in introducing it.

—Lone Star Division, No. 53 wish to extend thanks to the Supreme Lodge of the Knights of Pythias for the payment of the claim of \$3,000 to the widow of Bro. Frank P. Drake, late a member of that Division, and whose claim was paid by the Order April 1.

—I. D. Baldwin, district passenger agent of the Monon Route and Secretary and Treasurer of Division No. 103, has been at French Lick Springs. Glad to see him at his post again. His trip was a great benefit. His health, which was on the decline, was greatly benefited.

—We regret that we cannot find space for an account of the picnic given by the employes of the L. & N. Railway at De Funiak Springs, July 24. The train was furnished by the railway company, and was in charge of Bros. Kidwell and McVoy. An excellent time was enjoyed.

—We wish to express our thanks to Chicago Division No. 1 for a participation in their pleasant excursion to Milwaukee, Aug. 8. The train was furnished the boys by the C., M. & St. P. Railway, and consisted of ten coaches, filled full, while many unfortunate ones were left behind for want of room.

—We are pleased to call attention to the circulars issued by the Manitoba & Northwestern Railway which are printed in another part of this number, and hope that railways generally will soon see the benefit of such action and follow the example. We acknowledge with thanks an invitation to accompany the excursion.

—Divisions Nos. 104 and 170 have our thanks for "complimentaries" to their late excursions, both occurring Aug. 19. Had they been on different dates we might have attended both, but being undecided which was most desirable, a salt-water ride or a baked clam, we hesitated too long, and were lost—a clear case of "How happy could I be with either," etc.

—The Secretary of Division No. 138 wishes to learn the address of the following members of that Division: James Nolan, A. B. Herrick, J. B. Mattison and W. H. Booth. It certainly seems singular that members should have so little regard for their own welfare as to fail to keep the secretary of the Division to which they belong advised of their location.

—We are informed that the Panhandle had a little mishap on Aug. 17. Two trains collided on Centreville curve—freight west bound with passenger east bound. We may attribute the cause to the company sending out an engineer and conductor who did not know the road. Little damage was done, as the freight train was hunting for the siding, and the passenger was on time.

—One of the most deserving promotions on the Northern Central is that of Mr. John Bailey to be road foreman of engines, vice L. Ames, resigned to accept the position of master mechanic of the Beech Creek Railway. Mr. Bailey was one of the oldest passenger engineers in the service, and was respected by all in the transportation department. He is a worthy member of Division No. 41, B. of L. E.

—Bro. J. H. Murphy, a member of Division No. 55, was taken dangerously ill at Kiowa, Kan., 180 miles from home. Upon being apprised of the fact, a special train was started from Cherryvale by Trainmaster Nixon of the Southern Kansas Railway, by whom Bro. Murphy is employed, carrying the company's physician to his relief. This is something that should be appreciated, not only by Bro. Murphy, but by all employes of that railway, and particularly members of the Order.

—All passenger conductors on the Erie road have lately been notified that bonds of \$1,000 will be required of them hereafter, beginning July 15. For this purpose an agreement has been made with the Fidelity and Casualty Company of 514 Broadway, New York, by which such bonds may be secured by the payment of \$5 cash in advance, or 50 cents for every \$100 of the bonds required. Station agents, express messengers and others are also required to give similar bonds in greater or less amounts.

—The Oswego Thermometer Works have introduced a novelty called "Pool's Barometer of Temperaments." It consists of a glass tube with a bulb at the lower end filled with a colored liquid, which, when the bulb is grasped by the hand, rises in the tube and indicates on the graduated scale the temperament of the person holding the barometer. It will provide much amusement. A sample will be sent to any one, post-paid, on receipt of 35 cents. Address J. A. Pool, Oswego Thermometer Works, Oswego, N. Y.

—We are much pleased to note that some of the boys have "struck ile." A company, in which Bros. Little, Sipple and others of Division No. 120 are interested, has for some time past been boring near Lima, O., and from a Lima paper of late date we learn that they have been successful and have the best well in that field. It is known as the "Ditzler," and flowed 450 barrels the first day the fluid was struck. There are many who will rejoice to hear of the good fortune of the boys, but we hope this little Sipp le not make 'em proud.

—One of the D., L. & W.'s most popular conductors is Mr. Charles A. Burr, who for some time past has run trains 4 and 5 and 13 and 14. By the appointment of Conductor Badger to be general manager of the Lackawanna & Pittsburgh, Mr. Burr is advanced, taking Mr. Badger's old run, being the night express trains Nos. 7 and 8, between Bing-ham'on and Buffalo. This is an important run, but Mr. Burr will, no doubt, fill it satisfactorily, as he is one of the faithful, ever reliable kind. Mr. E. S. Wheeler takes Mr. Burr's old run.—*Ex.*

—Mr. C. L. Woodbridge, of the *Switchmen's Journal*, announces in the August number that he has disposed of his interest to the Grand Lodge of the Association, and that number appears under the new management, with Messrs. Jas. L. Monahan and Jno. W. Drury as editors, and Mr. Jos. D. Hill as business manager. We wish the new management the success that seems to have attended the *Journal* so far, and we shall be glad to see the association prosperous and successful in everything, except when they undertake to interfere with the rights of others.

—Six prominent members of the Knights of Labor organization, comprising the Executive Board of an assembly in Wyandotte, have been arrested at Kansas City on a charge of complicity in the crime of wrecking the freight train on the Missouri Pacific Road at Wyandotte, Kan., April 26 last, which caused the death of the fireman and a brakeman. The evidence leading to the arrests was obtained by a detective from a Knight of Labor who has been under arrest for some months on a similar charge, and two of them have made written confessions.—*Ry. Age.*

—We regret very much to learn that there is no improvement in the health of Mrs. J. C. Campbell, wife of ex-President Campbell of the "Yardmasters." The extra care and attention required by the suffering lady have prevented Bro. Campbell from giving the time and attention to the Order, and also the duties of President, that he wished, and compelled him to decline a re-election to the presidency at the St. Paul convention. That not only Bro. C., but all members of Division No. 144, have a deep interest in the Order, is shown by the pains taken to entertain and care for the Grand Chief Conductor on the occasion of his visit to them.

—We are credibly informed that the "Switchmen's Union," as it is commonly called, or to speak correctly and give our neighbor no opportunity to say "There is no such thing as a 'Switchmen's Union,'" the Switchmen's Mutual Aid Association of the United States of America is paying the wages of the Lake Shore strikers who are out of work. This, if true, is creditable to the association, for "standing by the unfortunate ones," but it should no longer deny its connection with the strike. It is further stated that the wages are paid in consideration of the fact that the Lake Shore men did not insist on all the switchmen of Chicago joining them in their effort to deprive eight men of their situations.

—Conductor Ryerson E. Stuart, one of the oldest and most faithful conductors on the Erie, was the last conductor to receive an envelope from the officials, but it was not a blue one. It was from Superintendent R. B. Cable, and conveyed to him an expression of the company's appreciation of his long and valuable services. There was a great deal of complimentary sentiment in the letter to gladden the old conductor's heart, and before the letter closed it stated that on and after Aug. 1, 1886, Mr. Stuart would be allowed

half time, whether he worked or not, and that the paymaster would hand over half his regular salary, no matter if he didn't go on the road for another trip. The surprise was complete, and Mr. Stuart, who has punched tickets and looked after thousands of passengers for the last forty-three years, duly appreciated the letter. During Mr. Stuart's long term of service as conductor he has never had a serious accident, and never cost the company a cent by any mismanagement or lack of judgment, and has never been discharged or suspended. It is a remarkable and honorable record that Mr. Stuart looks back upon, and the Erie officials did wisely in having him put on the half-pay list.

— Division 46 paid a fraternal visit to 113, Aug. 15, and report a pleasant visit and that they were well cared for by the Janesville boys.

— Well attended union meetings have been held at Des Moines, Iowa, Columbus, O., and Dubuque, Iowa. G. C. C. Wheaton presided at the two first named, but being called to Elmira by the serious illness of Mrs. Wheaton was unable to be present at Dubuque, where Carl Johnson of La Crosse, and Sachem Millard of Cedar Rapids, Iowa, assisted the boys. We have a full account of the Des Moines meeting, but received too late for this issue. These union meetings are productive of good in many ways, and should be well attended at all times.

—We find on the "roster" for the month of August the names of J. S. Michael of Division 55, Chas. Davidson of 108, C. R. Hobbs of 112, T. J. Wright of 112, A. M. Wilson, Secretary Ry. Y. M. C. A., Kansas City; O. W. Merrill of 107; James A. Pierce of 49, W. H. Alford of 27, accompanied by Mrs. Alford; J. H. Shirley of 57, accompanied by Mrs. Shirley; F. M. Anderson and S. Hubbard of 165, F. F. Mudge of 55, T. S. Weand of 147, B. F. Galletin of 26, Frank Arrowsmith of 8, O. H. Ayers of 120, S. W. Derrick and G. W. Bryan of 22, M. B. Howard of 66, John Bollons and Fred T. Deyoe of 76, A. S. Parker of 6, J. N. Robinson and T. C. Clifford of 46, W. H. McDougal of 113, Ed. Sadd, J. P. Esmay, F. L. Stetson and A. W. Connors of 1, P. A. Murphy of 10, M. Kent of 118, Jerome Hudler of 120, E. B. Carr of 78, J. C. Clendenin of 110, F. A. Webber and W. C. Elder of 138, O. C. Porter of 92, A. J. Hume of 118, E. J. Denis, J. D. Mitchell, T. J. Brickel, F. Maguire, T. E. Byrnes, O. E. White, C. M. Arnold, J. M. Dougan, M. Sheehan and Wm. Buckland of 41, F. J. Weyrick and F. M. Shultz of 19, F. P. Dow of 159, F. P. Finnegan of 74, Wm. M. Coffey of 40, A. H. Cutter of 125, L. D. Brown of 46, F. H. Reese and C. D. Rossiter, of 96, John Consalus of 53, accompanied by Mrs. Consalus, and a number of others. We regret that we were not in to meet all of our friends.

SITUATIONS WANTED.

Under this head the MONTHLY will publish short "wanted" ads. For members of the Order there will be no charge. For others, a charge of twenty-five cents for each fifteen words or less. No ad. accepted for less than fifty cents. Members of the Order please note and reply to advertisers when they have opportunities.

A CONDUCTOR, at present employed in Illinois, wishes employment in California. Can give best of references, and will accept a position as brakeman with prospect of promotion. Is a member of the Order. Address CONDUCTOR, care of the MONTHLY.

A MEMBER of Randolph Division, No. 29, wishes a position. Can furnish good recommendations. Last in the employ of the K. & P. Railway, where he resigned on account of low wages. Address CONDUCTOR, care Secretary Division No. 29.

In Memoriam.

"ONE SHORT SLEEP PAST, WE WAKE ETERNALLY,
AND DEATH SHALL BE NO MORE."

Kingsley.—Sunday, July 4, Mrs. Emma M. Kingsley, wife of Bro. Chas. T. Kingsley of Lone Star Division No. 53. Mrs. Kingsley leaves a beautiful little daughter, a loving husband and hosts of friends to mourn her loss. We deeply sympathize with Bro. Kingsley and offer him our condolence. Mrs. Kingsley is a sister to the wives of Bros. Swartz and Beggs, both worthy conductors, having many friends in Moberly who will be pained to hear of her sad death.

Kelley.—Bro. John H. Kelley, a worthy member of R. B. Hawkins Division No. 114 was killed while in the discharge of his duty, at Derry, Pa., June 12. The Division adopted resolutions of respect to the memory of Bro. Kelley, extend their sympathy to his relatives and friends, and thank Division No. 144 for their kindly assistance on the sad occasion of his death.

Quirk.—Bro. John Quirk, of Johnson Division No. 67, was killed at Waterloo, Iowa, July 21.

The funeral of Conductor John Quirk who was killed at Waterloo, July 21, was conducted yesterday by Johnson Division No. 67, of Dubuque, the deceased being a member of this Division of the Order of Railway Conductors. It was the first time since its organization here, now some four years, that the members were called upon to perform the sad and painful duty which devolved upon them yesterday. It will unquestionably afford the relatives and friends of the departed some consolation for their great loss to find that in their hour of trial and sorrow, friends and brothers of the dead man came hundreds of miles to assuage their grief and show respect for their comrade. Special trains came in over the I. C. R. R. and C. M. and St. P. from Waterloo, Amboy and Savanna, the officers of these roads tendering the train and giving all conductors who possibly could be spared an opportunity to attend. About thirty conductors of Johnson Division attended; also the following from Robinson Division, No. 78, Savanna, Ill.: Conductors H. F. Fox, E. B. Carr, P. J. Joyce, J. P. Carrigan, O. L. Hunkins, J. W. Quinn; from Amboy Division, No. 127: Conductors W. Waddington, J. D. Crowley, S. H. Quinlan, L. S. Wells and J. W. Smith.

From Div. 93, Fort Dodge; H. R. Hunt, J. R. Gorman, E. R. Shull, H. C. Mullen, D. Cotter, T. J. Lemon; from Division 97, Roodhouse, Ill.: S. W. Stevenson; Division 38, Des Moines: T. D. Murphy. Division 37, Phillipsburg; Tho. Osborn, Freeport; S. A. Young, Division 81, Beardstown, Ill. Also the following gentlemen: Supt. Gilleas, Asst. Supt. Quimby, Roadmaster Jacobs, Supervisor Sullivan, Division Freight Agent Nix, Supervisor J. T. Norman, Engineer J. D. Piace, John Buckley, and a very large number of others.

"The wheels of his train passed o'er him
Cutting his body in twain,"
The terrible words of a terrible death,
A message of sorrow and pain.

Pale grow the cheeks of his comrades
As the news flashes over the line;
To-day crushes out our brother's life,
To-morrow mayhap 'twill be mine.

Ah, cruel wheels, in taking his life,
The anguish, the terror, the woe,
Crushes the hearts of his faithful friends here,
And sadly the bitter tears flow.

Died—in the doing of duty,
The end of a railroad man's life;
Daring death and the grave for a pittance,
O unequal, unnatural strife.

Sad widow and orphans, ye mourn
For him the kind-hearted and true,
The welcome sound of the homeward bound train
Conveys no glad tidings to you.

The moans of the widow and orphans,
Are they appealing in vain?
No, no, we must comfort, help and protect;
Brothers, our duty is plain.

F. J. S.

Division 67 adopted the usual resolutions and extend their thanks to the officers of the I. C. and C., M. and St. P. Railways for special trains furnished.

RAILWAY CONDUCTORS' MONTHLY.

I

CHICAGO, ILL, Feb. 11, 1886.

MESSRS. GILES BROS. & Co.,
Chicago, Ill.

Gentlemen:—

Your Anti-Magnetic Shield for Watches cannot be over estimated. It is now very near eight months that I have worn my watch, and to-day it is, without ever correcting time, about one minute slow. Considering the fact that I am every day near Dynamo Electric Machines in our regular business, the test could not be harder. I could never have believed that the protection was so complete.

In this age of Electricity not only electricians, but every one who needs correct time, should have the Anti-Magnetic Shield. A good deal of practical utility as well as pleasure can be derived from a good time-keeper. At present I look upon a watch without a Shield as a thing incomplete, and so it is.

Respectfully,

CHAS. J. VAN DEPOELE,
Electrician V D. P. E. M. Co.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.
Assistant Grand Chief Conductor.—EDMUND COMAN, 905 W. 13th St., Kansas City, Mo.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.
Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, 916 Western Ave., Minneapolis, Minn.
Grand Inside Sentinel.—CHAS. W. EVARTS, Box 290, Meadville, Pa.
Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE

INO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.
HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.
ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.
WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.
W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MONFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., and 2d and 4th Mondays at 14:00, at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stendt's hall, over 193 E. Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2330 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 13:00, in Ghio hall, corner 9th and Pine Sts.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Retallick, box 2472. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 184 Travis st.; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 2 p. m., Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin, lock box 1050. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa.; Sec., M. B. Schoonover, Dunmore, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martan, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 53 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. Ry. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., C. A. Stanchfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in K. of P. hall, No. — Pine street, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia.** C. C., S. W. Derrick; Sec., ————. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, W. tertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon, Carthage, N. Y. Meets 1st and 3d Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnun Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, box 326, Cameron, Mo. Meets 2d and 3d Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., A. Chapman, Sec., W. C. Wright, box 634. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Osark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C., B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., L. German, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 W. st Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets 2d Sunday in each month at 10:00, and 4th Sunday at 14:00, in A. O. U. W. hall, cor. K. 6th and Locust streets.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 G. nessee st.; Sec., R. L. Willard, box 2465, residence 104 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowel, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 384 Cass st.; Sec., A. L. Vannam, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkin, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Fridays at 7 p. m., in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garretson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Apgar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, Haswell House, Albany, N. Y. Meet 1st and 3d Mondays at 8:00 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 248 S. Rusk st.; Sec., J. W. Housel, box 248. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 53, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., C. S. Weston, 316 W. 5th st. Meets 1st and 3d Sundays in each month, 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kininent, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, box 313, Portage, Wis.; Sec., Geo. J. Johnson, box 282. Meets every Sunday in each month at 2:30 p. m., Koop's hall.
- Leflett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st, Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montesuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

- Hemwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st.; Sec. and Treas., Chas. A. Hill, 511 E. North st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Wm. T. Price, box 219. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savannah, Ill.** C. C., H. F. Fox; Sec., E. B. Carr, box 968, Freeport, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., J. S. Hardy; Sec., J. P. Whitney, Newport, Vt.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park r; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzi-, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., A. Whittemore, Acting, Box 342. Meets 2d and 4th Sundays in each month at 11 a. m.
- Atasc Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Desires Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Turtle Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday at 1:30, and 3d Sunday of each month at 9:30, cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 1102; Sec., C. D. Rosseiter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. Johnston; Sec., Chas. Wimsatt, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran, Kane, McKean Co., Pa. Meets 1st and 3d Saturdays in each month at 20:00.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., Fred. Camp. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 331; Sec. and Treas., G. T. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st; Sec. and Treas., J. H. Runbaugh, Van Wert, O., box 21. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Orscent City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 352 1/2 Drvads st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Weagley; Sec., L. McBine. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.

- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C. O. S. Putnam; Sec. and Treas., B. G. Warthen, box 1318. Meets 1st Monday in each month at 19:30 at 512 San Fernando st.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 267. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Brush st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th st. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 890. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 537; Sec. and Treas., W. N. Cooley. Meets 1st and 3d Sunday of each month at 12 m. in G. A. R. hall, 203 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st., at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga.** C. C., J. T. Johnson, 7 Cole St. S. & T., R. R. R. id. Meets 2d and 4th Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 13:30.
- Wasatch Div. No. 124, Ogden, Utah.** C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 1, Echo, Utah. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C. F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1446 N. 20th st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabez Kittio, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., C. H. Bunberry. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., L. S. Nye, box 84, acting. Meets 2d and 4th Thursdays of each month at 20:00, in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., S. C. Paine, 127 N. Cherry st. Meets 2d and 4th Saturday in each month, at 9 a. m., No. 83 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., J. F. Drish, box 152. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson, box 434; Sec. and Treas., Daniel Nottage. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1034 5th st.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., Jas. Berry; Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Closen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Pritchard st, Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.

- Ira O. Sherry Div. No. 147, Easton, Pa.** C. C., Thomas Callahan 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., John M. Evans, 14 Broadway; Sec. and Treas., C. T. King, 2 Genesee st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North 15th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa.** C. C., Wilson Marsden; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, 3 Lawrence Block. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.** C. C., Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass.** C. C., W. R. Mooney, care B. & L. R'y; Sec. and Treas., C. F. Hammond, 'Old Colony Ry.' Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico.** C. C., J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan.** C. C., C. F. Brown, Council Grove, Kas.; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham, 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.**
- Oil City Div. No. 163, Oil City, Pa.** C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, Newark, Ohio.** C. C., Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., D. G. Eagleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 60 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd-Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 170 Oliver st., Newark, N. J. Meets at Roche's Hall 1st and 3d Sunday each month, at 2 p. m.
- Camden Div. No. 170, Camden, N. J.** C. C., E. G. Blaisdell, W. J. R'y depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughty, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa.** C. C., W. A. McCurdy, 1004 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th st. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb.** C. C., Geo. W. Dwinell; Sec. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri.** C. C., P. Fowler; Sec. and Treas., P. Short. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Fulton, Ky. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y.** C. C., Robert Richardson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., R. A. McCrae, 236 Junetta st.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesday at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, care M. & O. Rv. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., William Beales, box 351; Sec. and Treas., C. C. Fell, 203 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, 84 Pulliam st.; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts. at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month in I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., J. McKain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., S. M. Taylor, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

Blue Ridge Div. No. 184, Charlottesville, Va. C. C., W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m., and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.

Selma Div. No. 185, Selma, Ala. C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

Birmingham Div. 186, Birmingham, Ala. C. C., J. T. Alexander, box 592; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.

Sunbury Div. No. 187, Sunbury, Penn. C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C., T. J. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

Frontier Div. No. 189, Point Edward, Ont. C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.

Grafton Div. No. 190, Grafton, W. Va. C. C., Thos. S. Flannigan; Sec. and Treas., Jno. Flannigan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.

Yellowstone Div. No. 191, Billings, Montana. C. C., W. S. Becker; Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.

East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., L. T. Chubbuck, F. & P. M. Depot. Meets 1st Sunday afternoon of each month.

Lake Erie Div. No. 193, Loraine, Ohio. C. C., M. J. Courtright; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Arcanum Hall, Broad St.

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St. Johns Div. No. 196, Jacksonville, Fla. C. C., G. T. Maughis; Sec., D. L. Worden. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

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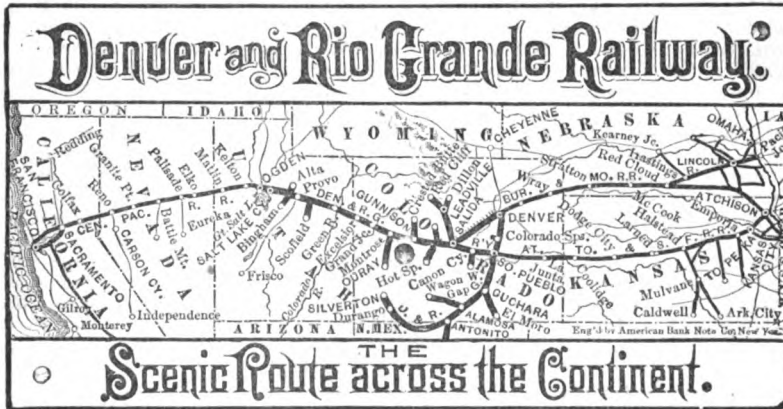
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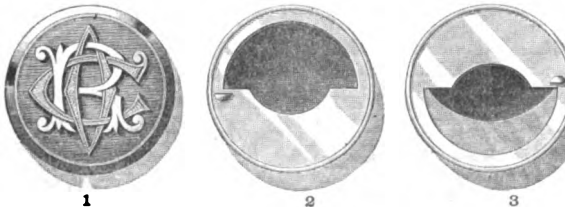


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No. 3 shows the back closed after adjustment. To fasten, insert the button within the open shell, then, by means of the little slot, move the slide around to position shown in cut 3. The button will then remain firmly and securely in position.

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The Chicago, Milwaukee & St. Paul Railway Company has sent out a little pamphlet of eight pages, which describes the trip from Chicago to San Francisco over its short line and connections, the Union Pacific Railway and the Central Pacific Railroad. The little book mentions many of the numerous important places along this route, and it indicates briefly and in satisfactory manner what the accommodations and attractions for the traveler are. A running colored bird's-eye view map at the tops of the pages shows the comparative altitude of the many cities and points of interest. The distance from Chicago to San Francisco by this route is 2355 miles, and the time consumed in making the trip four and one-half days. In going from Chicago, about 600 feet above the sea level, one goes right up over the Rocky and Sierra Nevada Mountains at a height of 8,000 feet and down to San Francisco, less than 1,000 feet. By this route through Northern Illinois and Central Iowa, the traveler passes Des Moines, Omaha, Cheyenne, Denver, Great Salt Lake, Carson City and Sacramento. Everything in the way of checking baggage, providing berths, eating, and other accommodations, is looked after with the most scrupulous care, the aim being first and always to secure the comfort of the passengers. Persons going from all parts of the East to the far West would do well to consider the Chicago, Milwaukee & St. Paul route, concerning which they may obtain minute information by addressing A. V. H. CARPENTER, General Passenger Agent, Milwaukee, Wis.

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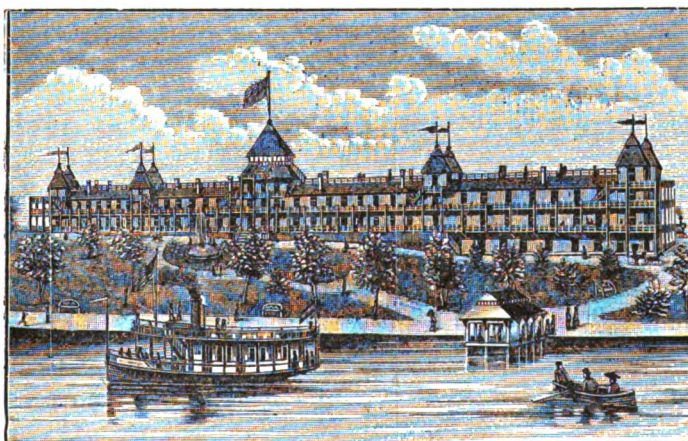
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3-12

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2-9



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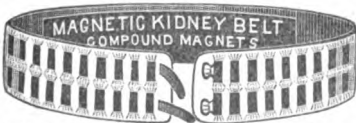
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TO RAILWAY MEN

As it prints every month a biography of one of the leading American Railway Presidents, accompanied by fine portraits. Among those whose biographies have already appeared are A. B. Andrews, of the Richmond & Danville; W. G. Raoul, of the Georgia Central; Henry Fink, of the East Tennessee, Virginia & Georgia; Hon. Joseph E. Brown, of the Western & Atlantic; Jay Gould, of the Texas & Pacific; and C. P. Huntington, of the Chesapeake & Ohio.

SEND FOR A SAMPLE

Copy. The regular price is twenty cents, but mention the fact that you are a railroad conductor, and a reader of this journal, and a copy of *DIXIE* will be sent you free of charge, all postage paid. Don't delay, but send at once. Address,

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APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y.

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is

2. Age.....

3. Address.....
County.....

4. State whether you have a through or accommodation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to
Name in full

Residence.....

Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....
Railway.....Conductor, being desirous of becoming a member of **The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana**, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$32.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$64.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$46.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$45.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash, L., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and payments may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

Don't delay; Accidents will happen.

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Among a few of the many points of superiority enjoyed by the patrons of this road are its *Day Coaches*, which are the finest that human art and ingenuity can create. Its *Palatial Sleeping Cars*, which are models of comfort and elegance; its *Palace Drawing-Room Cars*, which are unsurpassed by any; and its widely celebrated *Northwestern Dining Cars*, the like of which are not run by any other road. In short, it is asserted that *it is the best equipped road in the world.*

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For maps, descriptive circulars, summer resort papers, or information not obtainable at your local office, write to the **General Passenger Agent O. & N. W. Railway, Chicago, Illinois,**

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or West the*

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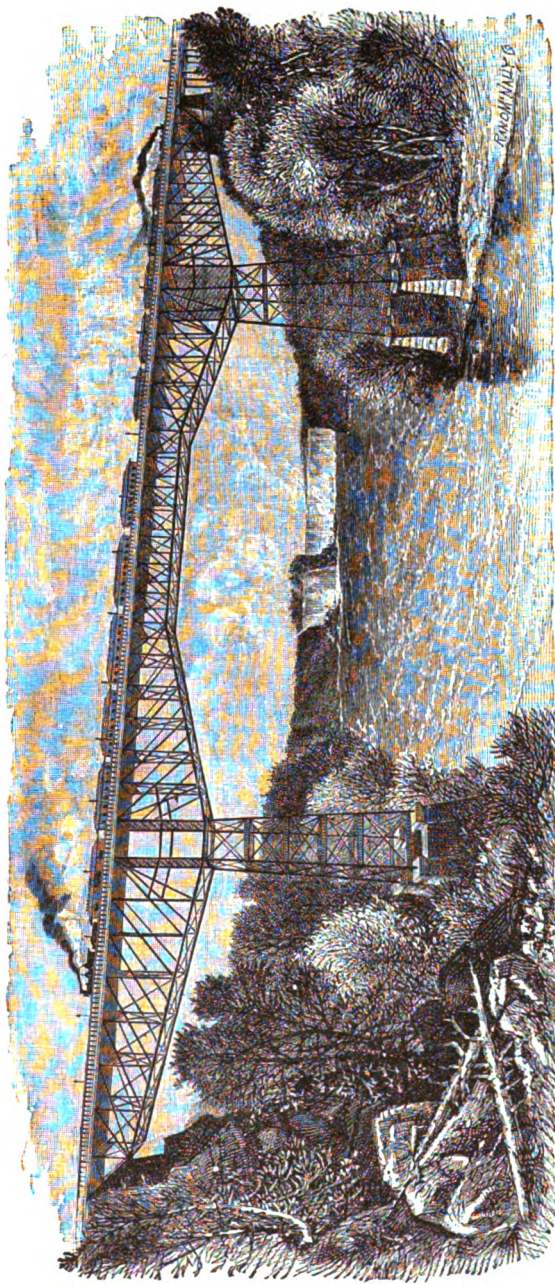
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Volume 3.

OCTOBER, 1886.

Number 10.



WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,
Associate Editors.



ORANGE SACKETT,
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RAILWAY CONDUCTORS' MONTHLY.

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RAILWAY LANTERN PUB. CO.,
INDIANAPOLIS IND.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume III.

CHICAGO, ILL., OCTOBER 1, 1886.

No. 10.

THE MAN WITH THE MUSKET.

Soldiers pass on from this rage of renown,
This ant-hill commotion and strife,
Pass by where the marbles and bronzes
look down
With their fast-frozen gestures of life;
On, out to the nameless who lie 'neath the
gloom
Of the pitying cypress and pine:
Your man is the man of the sword and the
plume,
But the man of the musket is mine.

I knew him! by all that is noble, I knew
This commonplace hero I name!
I've camped with him, marched with him,
fought with him, too,
In the swirl of the fierce battle flame!
Laughed with him, cried with him, taken a
part
Of his canteen and blanket, and known
That the throb of this chivalrous prairie
boy's heart
Was an answering stroke of my own.

I knew him, I tell you! And also, I knew
When he fell on the battle-swept ridge,

That the poor battered body that lay there
in blue
Was only a plank in the bridge
Over which some should pass to fame
That shall shine while the high stars
shall shine!
Your hero is known by an echoing name,
But the man of the musket is mine.

I knew him! All through him the good and
the bad
Ran together and equally free;
But I judge as I trust Christ will judge the
brave lad,
For death made him noble to me!
In the cyclone of war, in the battle's eclipse,
Life shook out its lingering sands,
And he died with names that he loved on
his lips,
His musket still grasped in his hands!
Up close to the flag my soldier went down,
In the salient front of the line;
You may take for your heroes the men of
renown,
But the man of the musket is mine!
—H. S. Taylor in the Century.

THE ETERNAL STRUGGLE.

In a recent interview Ingersoll drew a characteristic picture of the relation of labor to capital that can be understood by all. He said: "Here is a shoeshop. One man in the shop is always busy at work during the day, always industrious. In the evening he goes courting a good, nice girl. There are five other men in the shop who don't do any such thing. They

spend half their working hours in loafing and their working evenings in dissipation. The first young man by and by cuts out from these others and gets a boot and shoe store of his own. Then he marries the girl. Soon he is able to take his wife out to ride of an evening. The five laborers, his former companions, who see him indulging in this luxury, retire to a neighboring saloon and pass a resolution that there is an eternal struggle between labor and capital."—*Cedar Rapids Republican*.

For the MONTHLY.

WHAT CHORD DOES IT STRIKE.

In each breast are many chords
Finely strung, and some untuned,
Which something in the past rewards:

A look, a word,

An emotion stirred,

Will vibrate them with joy or pain,
Until the soul with self communed
Recalls some melody again.

A troop of noisy children pass
One now childless, yes, for years;
The noisy boys, the laughing lass

In youthful game

Will speak a name

Long cherished in the secret heart,
At sound of which unbidden tears
Herald a chord then made to start.

A face unknown and yet, and yet
Upon that face a something—what!
Evolves some one you would forget,

Misunderstood,

Man or womanhood,

At sight of which some chords vibrate;
Far better that such chords were not
Than ringing forth such notes of hate.

A random sentence in some verse
Perchance may catch the wandering eye,
Though neither stirring, wise or terse,

The heart will bound

With pain profound

As we pause in contemplation,
The jarring chords we vainly try
To stop their unlooked for vibration.

A gesture made by some young hand
May cause the heart to wildly throb,
So like one hard to understand,

Whose fealty shaken

Although mistaken,

Once more is keenly then portrayed,
How keenly? Ask the stifled sob
What chords vibrate? can not be stayed.

Chords, so touched, are seldom merry,
Mostly sad, yet sometimes sweet;
How much their notes may also vary.

We will indulge them

Nor divulge them

To the world in lighter mood,
Though bidden "down" are glad to meet
Them, the meeting sometimes doing good.

S. E. F.

THE INTER-STATE INDUSTRIAL EXPOSITION OF CHICAGO

Is now open for its Fourteenth Consecutive Annual Exhibition. Like every other good thing in the growing West, it is larger, better and more important in its main features than any which have preceded it.

The display of processes of manufacture, including two exhibits of silk looms in operation, and many other things of attractive novelty in mechanism, has never been surpassed.

The Art Halls are filled with choice examples fresh from the studios of one hundred and twenty-five prominent American artists. Almost every painting is a gem, and all were selected by the celebrated artist, Mr. Wm. H. Beard of New York.

The Natural History Department includes the entire collections of the "Chicago Academy of Sciences," and those collections include some of the most remarkable specimens in the world. The specimen of the *elephas primigenius* or "hairy elephant," just added and mounted, was discovered in Spokane Co., Washington Territory, and has no rival in any of the great museums of Europe unless it may be one in St. Petersburg procured many years ago in Siberia.

The Department of Furniture, Household Decoration, Personal Ornaments and Textile Fabrics are complete, and filled with all the novelties known to the several industries they represent.

It has never been the purpose of this organization to simply amuse the public or to enrich its stockholders, but rather to educate and inform those who desire to keep abreast of the progress of the world in all the great lines of human activity.

In 1885 the average daily paid attendance for forty days was 8,463. This year it promises to be even larger and the exhibition will certainly well repay all who visit it. All transportation lines make reduced rates.

BOYCOTTED TO DEATH.

[Published by request.]

That was a thrilling story which the *Commercial Advertiser* laid before the New York public yesterday of a laboring man who was refused the common right of honest work by a labor monopoly, whereby starvation and death were brought to his home. His desperate cry ought to ring through this country of the poor man: "I have been boycotted until I am starving, and I want justice."

This story, as he told it to the officer of the law, is a terrible arraignment of the worst monopoly that now exists in this country, the monopoly of a combination that would forbid a man to work unless he surrenders his liberty to a secret and irresponsible conclave. We ask our readers to heed the words:

"I live with my wife and two children at No. 402 Second avenue, where they are suffering for necessities of life, while I, who am a good mechanic, healthy and willing to work, cannot earn a dollar, because Bricklayers' Union No. 7 has decreed that I am not to be allowed to work anywhere in the United States. Six weeks ago I saw one of my children die of privation right before my eyes, and I haven't been able to pay the undertaker yet."

The simple fact of this "decree" by the labor monopoly would be

bad enough, but the wickedness is increased if the reasons which Storen gives as the cause of his persecution are correct. He claims that he was expelled from the monopoly because he had exposed a theft of funds by the officers. In his statement he declares:

"I was formerly a member of Bricklayers' Union No. 2, and with two dozen other men I opposed the then board of officers because \$290 had been stolen from the funds of the Union. This association was disbanded last March, and Union No. 7 was reconstructed out of the ruins, with the same board of officers, and on the same basis. The newly formed union advertised that all the members of No. 2 could, upon handing in their tickets, be admitted to the privileges of No. 7. I and the twenty-four other men were blackballed, a rule of the new union being that three men could blackball a man in an association of 1,800 men."

Here certainly is matter for the Grand Jury, and we trust that the District Attorney will lose no time in probing the matter to the bottom. To judge from the *ex parte* statement given, it is about as black a case of tyranny and crime as we have had lately.

A certain class of agitators are continually harping on the monopoly of capital. Often their censures are just. But the worst of all monopolies is the monopoly of consolidated labor which some of these people are trying to perfect. Suppose the present case were altered. Imagine Storen "black-listed" by a combination of capitalists all over the country because he had exposed a certain ring of dishonest builders, in consequence of which he could find no work and was obliged to see his children starve. What a howl would go up in certain quarters! And there should be a howl, and there should be action by the grand jury, just as there should be indignation and the stern use of the law under the circumstances as they are.—*N. Y. Commercial Advertiser.*

For the MONTHLY.

CONTENT TO DISAGREE.

I have a jolly neighbor, you will please excuse his name,
 He has plenty of this world's treasures, while I live very plain;
 We meet just as the sun is up, and then at night again,
 Yet he is not at all like me:
 Yet the very best of friends have been for years, and years,
 Even counsel oft together, talk over our doubts and fears,
 Never get angry with each others trifling, foolish jokes and jeers
 Because we agree to disagree.

Unlike in politics as two can be, in religion just the same,
 Always willing to be forgiven, whenever either be to blame,
 And best of all the world keeps moving on forever just the same,
 Life's blessings come, as oft before;
 And as each year rolls round, neither he nor I can say
 We have stooped to roll one stone in each other's way,
 Looking forward every night for a brighter happier day,
 Till both reach the other shore.

Sometimes we talk together, perchance one
word a little gruff,

Then for fear that one may say a little
something rough,

One more thoughtful than the other, re-
marks, We have talked enough;

Yet the same good neighbors still,
For we have learned the lesson well, al-
though often hard to do:

If you never have learned the secret I will
tell it now to you.

It may help you oftentimes, in all life's
journey through,

None were ever convinced against
their will.

So we travel the road together and I jostle
the stones aside

Though I always have to walk, though my
neighbor he can ride;

By and by we'll travel alike, when we
reach the other side!

Then how pleasant it will be
To recount the story often, how 'mid pleas-
ures and honest labors,

The sword was never drawn, still encased
the glittering saber,

And we live as long before, the same love
for the good old neighbor,

Because we agree to disagree.

E. H. Belknap.

THE WALKING DELEGATE.

"What is a walking delegate, pa?"

"He is a man, my son, who is paid to go around to tell men to strike."

"Don't the men know enough to strike without being told?"

"No, my child. They are too busy at work to discover that they are
being oppressed. The walking delegate, not being at work, has time to
find out all these things."

"Does he always walk, pa?"

"No, precious, he never does. He rides, and the men pay for it. Now,
run away, my son, and some other day I will give you another lesson in
labor."—*Philadelphia Call.*

For the MONTHLY.

THE BATTLE OF STONE RIVER OR MURFREESBORO.

The movement of both armies began, as was expected, at daybreak on the 31st. Crittenden crossed the river with Van Cleve's division without opposition. Wood had reached the river and prepared to cross. Everything worked well on the left. The sounds of the Confederate attack on the right reached them, but this had been expected, and caused no uneasiness at the time. Rosecrans was with the left wing. In a short time a staff officer from McCook reported that the right wing was hard pressed, but said nothing of the disaster that had overtaken Johnson's division and the perilous position of Davis. Rosecrans supposed everything was working satisfactorily; his strong force on the left was not yet engaged.

About this time another of McCook's staff arrived and informed him that McCook was being driven; but the broken division retreating through the cedars toward the Murfreesboro pike would have told him of the disaster to his right.

He then had to abandon his plan of battle and proceed to take measures to save his right, thus placing him on the defensive.

"The movement of Bragg's left wing had commenced at the same time as that of the Federals at Stone River, but McNair's brigade having failed to take place during

the night to which Hardee had assigned it in the front line on the right of McCown's division, the attack was not made until after seven o'clock in the morning."

McCown's division was formed with Rains' brigade on the left, Ector in the center, and McNair on the right.

McCown, with Cleburn in support, began the attack. McCown moved so much to his left that a gap was formed, into which Cleburn threw his division, between McCown and Withers, of Polk's corps. This lengthened Hardee's line, making it a single in place of a double line, and in this form struck McCook's right. Johnson's division was badly posted and not ready for action. Every man in both armies knew on the previous evening that on the morrow would be fought a desperate battle; and knowing this, it seems almost incredible that the Federal officers were not on the ground and prepared for any emergency that might arise. Scarcely a regiment of Johnson's division was in proper line, some of the commanders were away from their troops, the horses of some batteries were away being watered, and the guns not properly posted.

"The two forces were for a moment mingled, and fought hand to hand amid a musketry fire which struck friend and foe alike. Johnson's soldiers held their ground, for they had already passed through many murderous struggles, but they could not long withstand the impetuous rush and numerical superiority of their assailants."

Willich was captured while trying to reach his brigade from the rear, and Baldwin, in reserve, was badly posted, being too far to the rear. Kirk was mortally wounded. His brigade lost 473 in killed and wounded; Willich a few less killed, but twice as many captured. When the attack struck Baldwin he resisted for three-quarters of an hour, inflicting heavy loss on his assailants.

"The Federals were driven back upon the clearings situated west of the wood and north of the Franklin road. Johnson's third brigade (Baldwin) came to their assistance too late. It was swept away in its turn by the Confederate General Liddle, commanding the left of Cleburn's division, who had deployed on McCown's right. The first combat did not last more than three-quarters of an hour."

Baldwin was forced back, but still clung to the right of Davis, under Post, who had formed his brigade perpendicularly to his first position, when he and Baldwin were struck by Cleburn and McCown's victorious columns, while the brigades of Loomis and Managault, of Withers' division, rushed against the brigades of Carlin and Woodruff, of Davis', and Sill's brigade, of Sheridan's division. This assault was handsomely repulsed, but a second assault was immediately ordered by Hardee, strengthened by his reserves under Vaughn and Maney, of Cheatham's division, which assault was again repulsed, and a counter charge was made by Sill, which drove the Confederates back to their original line of battle. While this counter charge was being executed Davis was reforming his line, and had barely time to do so when he "received without flinching the onset of Cleburn's two brigades, under Polk and Wood. He repulsed their first assault; but when attacked on the right by Liddle and Johnson his troops were exposed to a converging fire, which rendered it impossible to preserve their position. Post's and Baldwin's brigades, which were in the most danger, were driven, and in turn uncovered that of Carlin. This gallant officer encouraged the soldiers under him by his example, and arrested for a considerable time the effort of Cleburn, but death was committing terrible ravages around him. The Federal gunners had nearly all been killed. He found himself obliged to yield ground." Woodruff made a gallant charge on the enemy, whom he drove a short distance, when he fell back and joined Carlin and most of Davis' division at the Harding Hospital, a strong position, of which the Federals availed themselves, and inflicted severe loss on the brigades of Liddle and McNair. Post's brigade had rallied and assisted in the defense of the hospital.

"Hardee, feeling the danger he would incur by extending his lines on the left, had gathered all his forces to break down this new resistance. Cleburn, after joining John-

son, had vigorously charged Woodruff's position in front with three brigades, and then debouched into the Wilkinson road near the point where the road passes between two woods."

The Confederates deployed in front of Sheridan's right, and commenced an attack on Sill's brigade. Following the clearings, they covered the front of this position of the Federal line. Whilst the combat was thus extending from the left to right of the assailants, McCown had at last succeeded in executing his movement of conversion, and the two brigades of McNair and Liddle, turning northeastward, marched against the hospital. "Everything gave way before such an effort. The hospital was captured, not, however, without great loss. Davis' division was then drawn back upon the skirts of the cedar woods lying beyond the Wilkinson road."

Now came harder work for Sheridan, whose flank had been uncovered by the withdrawal of Davis. He prepared, by drawing Sill's brigade back, to prevent the Confederates from gaining his rear. He then sent Roberts to charge the enemy out of the position he had just vacated by withdrawing Sill and Shaffer. The charge was made and the enemy checked enough to enable Sheridan to form a new line by placing Sill's and Shaffer's brigades perpendicularly to his first line. He then called Roberts in and completed his line. He also tried to reform some of the broken troops on his right, but with little success.

"Bragg's plan was carried out from point to point, and his entire left wing, under Hardee, formed a regular line, which, facing north northeast, already threatened to take the center of the Federal line in reverse. The Confederate commander being desirous of making a decisive effort, had instructed Polk an hour before to put his two fine divisions in motion. That of Withers occupied the front line, behind breastworks, between the Wilkinson and Nashville roads, his four brigades being deployed in the following order from left to right: Loomis, Managault, Anderson and Chalmers. Along the railroad, five hundred meters behind the latter, in second line, was Cheatham, whose four brigades, under Vaughn, Maney, Stewart and Donaldson, were also deployed and ready to support him. In order to facilitate the command, Polk had intrusted the right of these two lines to Withers, and the left to Cheatham. The attack would thus be made by two masses, each composed of four brigades, with front of two, by two deep. Cheatham was to attack Sheridan, whose right was already menaced by Cleburn, Withers to engage Negley and the right of Palmer formed by Cruft's brigade."

It was a critical moment for the Federal army. Johnson's division was badly broken, and was with difficulty rallied near the Murfreesboro pike. They had lost almost the entire battlefield that lay south of the Wilkinson pike.

The movements on the Federal left were recalled, and Rosecrans was forced to make dispositions to check the victorious advance of the Confederate left. Cheatham attacked the Federal position with a fierceness equal to that of Cleburn and McCown, but had not met with the same success as the latter. Sheridan, who had been expecting an attack, had been prepared to receive it since daylight. Sill on the right, Roberts on the left, were posted along wooded slopes and among rocks, whence they commanded the cotton fields in front, which the enemy would have to cross, without shelter. His batteries were planted in the most commanding positions, while Shaffer stood ready to support them.

It was about the time when Cleburn was stopped in front of the hospital that Polk made his great attack upon the Federal center.

The left column under Cheatham, marched against Sheridan; Loomis' brigade on the left, that of Managault on the right, bravely advanced against a shower of canister, musketry and shrapnel which thinned their ranks; they compelled the Federals to abandon a portion of the ground they occupied, but they had scarcely taken possession of it when they found themselves exposed to a still more furious fire than the first. Loomis was

wounded, and his brigade, after a desperate struggle, was driven back; on the right, Managault had also been repulsed with considerable loss. Cheatham pushed his second line forward, Vaughn's brigade resumed the fight on the left, and that of Maney on the right, but the attack was fruitless, although fully as sanguinary as the first. Sheridan was in the midst of his soldiers, whose efforts he directed with the quick glance of a warrior who knows how to turn the least obstacle to account. Just as Vaughn's troops were beginning to give way, Sill boldly resumed the offensive, charged them at the head of his soldiers, and drove them back in disorder. In this short space of time the Confederate brigade lost one-third of its effective force. But the heroic Sill, a victim to his zeal, fell mortally wounded in the very midst of the enemy's battalions. Maney's brigade, which Cheatham had hurled against the right, became engaged with Roberts' troops without gaining ground, it had not, however, been so completely repulsed as those of Loomis and Vaughn.

But a fresh danger was about to compel Sheridan to surrender to the Confederates a part of the position which he had so successfully defended in front. Davis had just been dislodged from the hospital, and his whole division, as we have said, was violently driven back upon the Wilkinson pike. Polk's and Johnson's brigades of Cleburn's division struck the extreme of Sheridan's line, where stood Sill's soldiers, scarcely recovered from a too dearly bought success; and almost at the same time Liddle's and McNair's troops, extending on his right in pursuit of Davis, who was in full retreat, threatened to surround him completely. But neither himself nor his soldiers felt disconcerted on finding themselves in this dangerous situation. Instead of allowing himself to be carried away by the movement of his neighbors, he did not hesitate to make, under the very fire of the enemy, a change of front, to enable him to preserve the very important position he occupied with the least possible loss of ground. He could not abandon this position without uncovering the center of the army as he had himself been uncovered by the rout of the right. The cedar wood, the eastern margin of which he had so successfully defended, extended to the Wilkinson pike at the southeast, but the southern border soon receded again to make room for a square shaped clearing; it was on this receding margin of the woods that Sheridan resolved to rest his new line, facing south. His right still lay joined to Negley's left, which he thus continued to protect, and he only abandoned the extreme end of the wood, which stretched out as far as the Wilkinson pike, when he ran the risk of being surrounded. In order to effect this change he brought the brigades of Sill and Shaffer to the rear, and as soon as the Confederates started in pursuit of them Roberts' brigade made a vigorous charge on them, thus freeing the wood and enabling the other two brigades to effect their change of front; after which Roberts' brigade came in its turn to take position along-side of them.

Shortly after Cheatham's first attack upon Sheridan, Withers, on his right, had directed one of his right brigades, under Anderson, against Negley's Federal division, in conformity with Bragg's instructions, who desired the battle should be gradually extended from the left to the right. But this isolated brigade was received by a terrific fire and the Federal artillery being excellently handled, caused such destruction in its ranks that it was soon obliged to fall back on Stewart's brigade of the second line, which had come to its assistance. One of its regiments alone, the 13th Mississippi, out of a total of less than 400 men lost 62 killed and 132 wounded. These figures will suffice to convey an idea of the losses sustained on both sides in these combats fought between two woods, and almost muzzle to muzzle.

It was about 9 o'clock when Anderson began the attack; about half an hour later Sheridan, being menaced by Cleburn and Cheatham at once, fell back in order to secure a better position. From this position his artillery flanked a portion of McCown's troops which had attacked his right wing. His shells bursting in the rear of the Confederate ranks, gave Hardee to understand that he could not advance further without danger, and

that, before following up his success on the extreme left it was necessary for him to overcome the formidable adversary, who by his tenacity was paralyzing the whole movement of the Confederate army.

While bringing back his extreme left for the purpose of dislodging Sheridan he requested Bragg to order the troops forming the Confederate center to support him. And Withers received an order to attack the Federals posted in front of him with all his forces.

At 9 o'clock the left of Rosecrans began to get into line on the Federal right, Thomas put Rousseau in rear and to the right of Sheridan, and Negley for support. Van Cleve deployed on the right and to the rear of Rousseau, between the wood and railway, with Harker's brigade or Wood's division on his right.

"The engineer brigade occupied the highest point of the strip of land through which the railroad passes—in a cut. This important position could not have been intrusted to a body of troops more worthy."

"As a glance at the map will show, the new line extended from southeast to northwest in front of the Nashville road and in rear of the cedar wood, the eastern extremity of which was occupied by Sheridan, the remainder, on the west side, being full of the debris of Davis and Johnson."

The four brigades forming the left column of Polk's corps were executing the order issued by Bragg. In the meantime Stewart, having rallied Anderson's scattered troops was renewing the attack on Negley. Chalmers, supported by Donaldson, was advancing through the open space, in the midst of which stood the Cowan house, and following the road vigorously attacked Palmer's division. The battle was thus extended toward the left of Bragg.

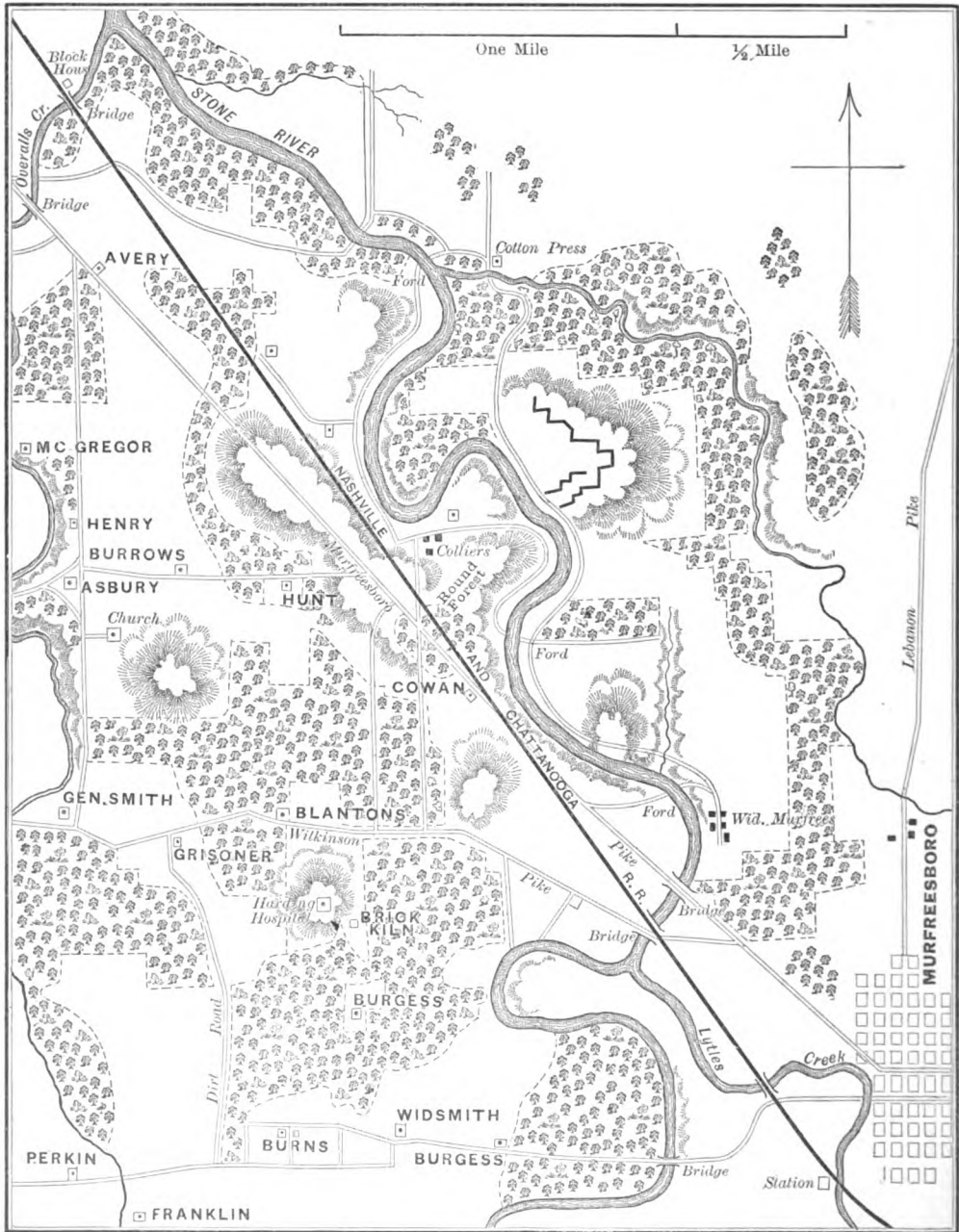
On the left wing Hardee had recalled McCown, who had borne too far to the left and attacked Sheridan's division with his whole corps, flanking it in spite of the change of front which Sheridan had effected.

"This gallant troop was obliged to perform a second maneuver, still more difficult than the first, in order to avoid being taken in flank, but it had a skillful and determined commander, who resolved to dispute every inch of ground and keep his lines unbroken. Falling back a few hundred metres before the enemy who was pressing him on every side, he ordered his two brigades on the right to face to the west, and they thus found themselves back to back with Negley's division; Roberts' brigade having turned toward the south, placed itself to these two bodies of troops so as to cover their flank. This formation, in a sharp angle which was only feasible in the midst of woods under the protection of their thickness, presented a solid obstacle against the attack of the Confederates.

"In order to render the position still stronger, Sheridan had massed all the cannon he had in front of Roberts, which was the point most menaced and the key to the whole position. His energy thus enabled him to resist all Hardee's assaults for nearly an hour; and it may be said that this hour saved the Federal army from an irreparable disaster. In fact, whilst Polk was obliged to charge Negley's and Palmer's divisions in front, and across large open fields, was exhausting himself in fruitless efforts against them, Rosecrans formed a new line with his fresh troops from the left, which alone could enable him to break the victorious march of the foe."

The fight with Sheridan in his last position and against Negley was terrific. Bragg's massed troops were hurled against them three times, and each time were repulsed with frightful loss to them. Negley and Sheridan had five batteries, the range of which was not more than three hundred yards. Col. Roberts was killed in this desperate combat, Sheridan could not, however, prolong his resistance in such a hazardous position. His soldiers were thinned out; they had seen their three brigade commanders fall successively, Roberts and Shaffer having both been killed as Sill had been an hour before; the enemy in no way discouraged by their fruitless assaults, returned to the charge; in short

Wharton's cavalry having captured or dispersed nearly all of McCook's wagon trains, the ammunition was beginning to fail them. The time had arrived for yielding; Sheridan



rallied around him the *debris* of his division which left behind on the ground so stubbornly disputed, and around the disabled guns which could not be taken away, eighteen

hundred men killed or wounded, and proceeded to reform his lines in rear of the cedar wood. He lost eight guns and hauled the remainder off the field by hand.

Rousseau was sent into the cedars to cover Negley's left flank. The Confederates attacked Negley on every side, but Miller and Stanley were not the men to give up easily, and it required some of the most desperate fighting of the day to dislodge them. Negley held on as long as it was safe, and slowly retired.

The stubborn fight made by Sheridan enabled Rosecrans to form a new line, and saved the day on the right.

While Miller and Stanley, of Negley's division, were retreating through the cedars the Confederates were so close it was sometimes difficult to distinguish friend from foe. In the rear of Beatty's and Scribner's brigades Sheridan and Negley's soldiers found that rest they so well deserved.

(Continued next Month.)

"GETTING ON."

Ambitious lad, in studies or play,
Surmounting obstacles every day,
In reply to my query had this to say:
Am I "getting on?" Yes, am head of the
line
In school, and captain of the "Junior
Nine"
Outside. I have no cause to repine.

A young man elated with recent success
In gaining consent, by better address
Than his rival, of a fair one to his lot bless;
To the question of how "getting on" in this
life,
Exultingly smiled, when recalling the strife,
And cried, Yes, I'm winning, for I won a
wife."

A would-be lawyer, unused to pleading,
Applies for admission to the "bar," and,
succeeding
In gaining an entrance by his steady "read-
ing,"
Answers the question put him, How are
You "getting on" in your life at the "bar?"
Excellently, for the "bench" is my star.

A political aspirant, for office trying,
Getting more votes than opponents vying
With him to see who is better at "guying"
The people, will complacently own
To "getting on," by winning, as shown,
The prize he was seeking, the official
"bone."

The working-man, tolling hard to get
Bread, with a brow covered with sweat,
Looking up proudly, my question met.
I'm "getting on," successfully toiling,
Regardless that labor is my hands soiling,
For that is the way I "keep the pot boil-
ing."

A business man, who was always hurried,
But steady and cool, and never flurried,
Although by uncertainty sometimes wor-
ried,
Said, because of much painstaking
And the amount of gain he was making,
He *was* "getting on," there was no mistak-
ing.

A man who had seen ten years and three-
score,
Whose sands of life were getting lower,
With a heart from life's ills very sore,
I saw; misfortune long did name him,
Disease bereaved and then did maim him;
Death, near by, very soon would claim
him.

How "getting on," did you make the query?
Despite surroundings I called dreary,
He answered, with a voice quite cheery:
"The world I've had in which to roam,
And experience tells me, in life's gloam,
I'm 'getting on' well, for I'm going home."

S. E. F.

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL-
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

WHAT RULES THE WORLD.

They say that man is mighty;
He governs land and sea,
He wields a mighty scepter
O'er lesser powers that be;
But a mightier power, and stronger,
Man from his throne has hurled,
"For the hand that rocks the cradle
Is the hand that rules the world."

In deep, mysterious conclave,
'Mid philosophic minds,
Unraveling knotty problems,
His native sphere man finds;
Yet all his "ics" and "isms"
To Heaven's four winds are hurled,
"For the hand that rocks the cradle
Is the hand that rules the world."

Behold the brave commander
Staunch 'mid the carnage stand,
Behold the guidon dying
With the colors in his hand.
Brave men they be, yet craven
When this banner is unfurled—
"The hand that rocks the cradle
Is the hand that rules the world."

Great statesmen govern nations,
Kings mould a people's fate,
But the unseen hands of velvet
These giants regulate.
The iron arm of fortune
With woman's charm is purled,
"For the hand that rocks the cradle
Is the hand that rules the world."

—*American Israelite.*

For the MONTHLY.

AN HONEST NAME.

Once on a time, the ancient legend runs,
A peasant sire had three sturdy sons.
While yet the lads were young the father
died,
Leaving his blessing (he had naught be-
side).
But ere his spirit had forever fled
He called his children to his humble bed,
And thus addressed them as they gathered
near,
With many a grievous sob and bitter tear:
"Of this world's goods my sons, I've none
to leave;
Hard was my lot, and so, before, my
sire's.
Toiling from early morn till dusky eve,
I've lived content, for few were my de-
sires.

But though I'm poor, one blessing I pos-
sess;
I prize it more than worldly wealth or
fame;
'Tis more than diamonds, gold, or kingly
dress,
Or knightly honors—an unsullied name.
I leave it to you; keep it so for aye."
And saying this, the old man passed
away.
Years passed. The lads reached man's es-
tate,
But years had made them neither rich nor
great.
With jading toil, through many an hour of
pain,
Early and late, their scanty bread to gain,

They struggled on; yet still the honest
 name
 Their father left them was without a stain.
 But so it happened, in the little town
 Near which they dwelt, a dreadful deed
 was done,
 So horrid, shocking, and so bold,
 It made the bravest peasant's blood run
 cold.
 But how it came about I cannot tell,
 Suspicion's breath upon the brothers fell;
 And as the story spread—as such things
 do—
 Suspicion straightway into surety grew,
 Till they were captured, imprisoned, and
 tried
 For murder—and I don't know what be-
 side.
 The witnesses were called, and nothing
 loth,
 Told all the fearful story under oath.
 But though you'd own 'twas somewhat
 roundabout,
 Their guilt was proven quite beyond a
 doubt;
 Yet through it all the brothers sat serene,
 Shocking the people by their hardened
 mien.
 At last the judge, with look and tone se-
 vere,
 Said he was ready the defence to hear.
 With all the dignity of conscious innocence,
 The eldest turned, the eager crowd to
 scan,
 Spake but these words with humble rever-
 ence:

"My lord, our father was an honest man.
 Living, he trained us well in virtuous
 ways;
 Dying, he left us an untarnished name.
 Reverencing him, we feared not poverty;
 Our only dread, to feel the flush of
 shame;
 With each the one desire, the noblest plan,
 To live and die like him—an honest man."
 So clear and true his voice rang out,
 Through every heart ran a responsive
 thrill;
 Even the austere judge began to doubt
 And feel uncertain, much against his
 will.
 Then all, with doubting air and searching
 eye,
 Turned to the unkempt witness standing
 there,
 Who, with glib tongue and bold effrontery,
 To the most damning evidence did
 swear.
 Then the poor recreant wretch began to
 quail,
 To writhe, by conscience sorely pressed,
 Till, trembling, stammering and pale,
 He fell upon his knees, and all confessed.

The moral of this legend old,
 Yet trite and true, is quickly told:

"Riches may fly, and fame may die,
 Titles be lost in greed and lust,
 But reverence cherished for honored kin
 Lives in the heart, a sacred trust."

JOSEPHINE BRINKERHOFF.

PERHAPS HE DID.

Mr. Erasmus de Blank is a very much respected citizen of the West Side, living on the flat in the lower part of town.

Mr. de Blank is also a prominent member of the Ancient and Accepted Order of Suns of Agon, which holds meetings at the call of the president whenever there is business of sufficient importance to warrant it—at least so he tells his wife. Important business is becoming alarmingly frequent of late, with no prospect of a let-up till after election, and the order holds almost nightly sessions at their "rooms."

It was after an unusually long session of this kind Thursday night that de Blank arrived home somewhat late, or rather quite early—in the morning.

Winding his watch with his latch-key, he carefully deposited it in the wash-basin stowed his few remaining dimes in his watch-case, then suddenly sat down with a thud that woke the baby.

During all these necessary preparations for seeking his downy couch his better half had watched him with a suspicious fire in her eyes.

"What smell is that, my dear?" she remarked, as he succeeded in extricating a foot from one of his boots.

"Clovsh, my love."

"But that other odor, sir?"

"Allspice, my sweet."

"But I smell something else."

"Oh, (hic) that's cinnamon."

"Yes, but I am certain I smell something that isn't spice at all."

"Oh, thash an apple I ate 'fore I came (hic) in."

"Well, I should think," she remarked slowly and very emphatically, "that if you had just taken a good drink of brandy and eaten a free-lunch sandwich, you would have all the ingredients necessary for a good mince pie."

De Blank sighed as he crawled into bed and went to sleep with his other boot on and muttered something to the effect that possibly he did—he wasn't sure.—*St. Paul Herald.*

GOOD ADVICE.

Girls, do not "choose an opposite." You will be opposite enough, in time.

Take your mother's advice on the question of a husband, provided she took her mother's.

Either put your foot down on his cigar before marriage, or make up your mind to keep quiet about it afterward.

Learn to sew and cook, if you can; but above all things, learn to keep still and look sweet when mad enough to take the roof off.

See and hear all the plays, operas and concerts you can during the engagement. Bad weather is very apt to interfere after marriage.

Don't ask your brother about the personal habits of a suitor. He can't tell enough to matter without giving himself away, and he won't do that.

If he asks if you can sew on buttons, answer "No." A man who has not at some time or other been obliged to sew on his own buttons lacks a very necessary part of life's discipline.—*Omaha World.*

DOWN IN THE SAN JOAQUIN.

It was evening in the San Joaquin. Summer, too, and the twilight lingered long upon the silent valley. Over in the west a gorgeous flush, where the sun had set, still crimsoned the purple sky.

From the distant corral came the jingling sound of bells; the herds had come in.

Prone upon the ground lay a couple of sunburned men. Their age forty or thereabouts, stalwart, hardy, unkempt, with great beards upon their faces, and with big, brawny hands fingering pipes, and ever and anon their bowie knives, sheathed carelessly in the black leather belts that held down their red flannel shirts.

Typical Westerners? Perhaps. The browner and brawnier of the two was speaking.

"There come an old man into the corral last night."

"Tramp?"

"I reckon."

Smoke, smoke; the barking of the hungry coyotes upon the hillside the only sound. Then with sudden energy and half raising himself on one elbow:

"And I'll be shot if it warn't the man that let daylight through Jim Dakin!"

"WHAT!" With a volley of oaths the other and slighter man leaped to his feet.

"Where is he? Blast him! let me at him; I'll——"

"Hold on, mate; hold on!" said the other gently. "You forget."

"Forget what?"

"Why, that the stranger had provocation."

"Oh!" uttered the angry man shortly, and flung himself suddenly down once more. Smoke, smoke! A mocking bird was calling now, high up among the pines.

"Look-a-here, William; I'm a-going to *kill* that fellar, provocation or not."

"You be, Hank?"

"I *be*, to-night. Jim Dakin was a friend of mine."

"That's so, Hank, that's so," feeling stealthily his bowie-knife as he spoke.

Up through the valley came the monotonous sound of the Mexican cowboy's low chant. It stirred up memories of bestas, of bull fights, of drinking bouts, and all the rough enjoyments of Southern frontier life.

"Me and Jim was friends; yes, sir-ee. Him and me has fit more'n forty times together. See that mark?" lifting his hair from his brow; "Jim done that!"

"Just so," nodded the other sympathetically.

The pipes were out now; the night had fallen; only the crickets and grasshoppers were busy. The scent of the ripening grapes hung in the soft Californian air.

"You see, t'was this way, pard. Jim was a gentleman—yes, he was. He tried to be rough, and lie, and swear like the rest of us, but it warn't no genuine; we seed that, we knowed it, an' he'd a been put on many and many a time only fer me—only fer *me*! Somehow I like to think of that, now he's gone, Bill. Well, Jim and me went pardners in the San Raf'el claim. It's five years ago now. We worked hard, him and me, all winter, and didn't get nothing. We was hard up, Bill, and I used to feed him. I like to think of that too now, Bill, at times."

Bill nodded and cleared his throat. The man went on a little slower:

"Well, one morning we struck gold! Oh, *you* know, Bill; the hull ranch knowed ——"

"Well, say, Hank! what become——"

"I'll tell you"—sternly. "Now, listen. We called in the camp, and all the boys was there, making merry. Jim—Lord how his eyes shone when he seed the gold. Of course we divided up, fair and square, before the hull gang. There was a matter of \$6,000——"

"Just so; go on."

"The next morning there come a stranger to our camp—a countryman of Jim's, I guess. You know him; *he's here now!*"

"Easy, mate; easy!"

"Easy!" cried the other, with something very like the sound of tears in his voice. "Easy! But wait till you hear. I'm a-going to kill him to-night. But just wait till you hear."

"Jim went to sleep that last night with his bag of nuggets under his head, and a smile on his face as he thanked me for all I'd done for him. He had a right pretty way with him—'Gentleman Jim.' Mebbe that's why I thought so much of him. The very next day that sneaking loafer come up to Jim. I don't rightly know what he wanted or what he said, when all of a sudden—

"Take *that*, you cur!"

"I heard Jim cry; then a couple of pistol shots, and Jim was done for! He seemed kind of glad like when I lifted him up and tried to wipe the blood away."

"'I'm going home now, to England,' he said—that was all—and fell back in my arms—stiff. Bill! when I looked for the ugly, black-livered cuss as done it, he'd gone. But I'll have his life's blood for it now!"

The other said nothing. In his heart he acknowledged the rude justice of the bitter words.

"What did I do with the gold? Buried it with him—my share and all; that's why I'm a teamster on the ranch to-day, and I'm glad I done it, too! You see, we didn't have no funeral, preaching, or nothing; so I give him that instead, and buried him like a gentleman. Poor Jim!"

The story ended, the men arose. Bill took the other by the arm. "Will it be to-night?"

Hank nodded.

"VIGILANTES?"

Another nod.

That night there was a murder down in the San Joaquin. The "Vigilance Committee" had acted. "Gentleman Jim" was avenged!—*Roderick Lee Vance, in Geneva (N. Y.) Advertiser.*

FARE THAT'S NOT FAIR.

PLAINT OF THE ERIE "RAILROAD BARD."

In this glorious land of liberty,
Where we claim all are born equal and free,
If an engineer's wife goes on a train
She must pay her fare or get off again.
The conductor's wife has a yearly pass,
Goes when she pleases, and rides first-class.

An engineer's wife a visit to pay
To her dear sick mother the other day,
Met a conductor's good wife on the train
Going the same way and then back again.
She'd forgotten her pass, but told her name,
The conductor passed her all the same.

The engineer's wife had to pay her fare—
Now do you think what she had paid was *fair*?
Both men on one train—one runs the machine—
One must get *dirty*, other *must* keep clean.
Both are good men, lead true, honest lives—
Why is this difference shown to their wives?

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

Note the date on your address, and if your subscription has expired, please renew promptly. Your subscription expires with the month printed on the address label. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are misrouted in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

OUR INSURANCE.

At the last session of the Grand Division, the law in regard to the payment of assessments was changed. It formerly required the payment of assessments within thirty days from date of notice; if not paid in that time the member became delinquent, but could reinstate himself at any time within ninety days by paying all assessments and furnishing a certificate of good health. A large minority of the members were delinquent on every assessment, and as it was necessary to wait for the slow ones who would in many cases take the full four months allowed from date of the notice before paying up and reinstating themselves, it delayed very much the payment of losses. The law now gives members sixty days in which to pay assessments, and if not paid within that time their membership is forfeited, and it provides that all who do not pay within the first forty days shall have a second notice. Ignorance of the law providing for these notices, seems to cause much misunderstanding, while the neglect of members to compare dates causes more. Members who have received a second notice have written to this office objecting to being "dunned" for their assessments, and saying they had "plenty of time yet," seeming to think the second notice a personal matter sent them without authority. For the July assessment, second notices were sent August 10, and for the August assessment, the second notices were sent September 10, as required by the law. Many members whose remittances were received on the 10th to 15th days of each month, and afterward were the recipients of "second notices" seem to consider that their remittances should be in this office the moment they are deposited in the postoffice by them, and write that they have paid and hold the receipt, when a glance at the date of the receipt would show them that their remittance was not received until after the "second notice" had left the office.

Nearly one-half of the members for some reason take advantage of the sixty days allowed and wait until the last moment and until after receiving the second notice before sending their assessments. This must certainly be from thoughtlessness in nearly every case, as there are but few conductors that cannot pay their assessments promptly and within a very few days after its receipt, and they certainly would not intentionally deprive the widow and fatherless of the money due them from one to two months longer than was necessary simply because a law provided to cover isolated instances gives them the power to do so. Every member that can, should forward his assessments immediately on receipt of the notice; this will permit us to pay claims promptly, and it will be a source of gratification to each one to know that he was prompt in forwarding his mite to the deserving ones. There are now two sad lessons on procrastination. Two brothers were delinquent, but had "plenty of time" to pay and reinstate themselves. Both are now sleeping the "sleep that knows no waking," and destitute widows and helpless orphans mourn, in suffering and want, their loss.

Another feature of delay in payment of assessments is the additional cost imposed upon all. It cost the Association nearly \$200 to issue "second notices" for the last two assessments; thus every member who does not pay promptly, adds to the cost of his own insurance as well as to that of every other member. The sixty days' time was provided, not for members to delay payment for that time, but for the benefit of the few who may be so unfortunate as to be unable to pay within thirty.

Two divisions have written complaining of the delay in paying losses on account of death of their members, and for which the July assessment was made. In each case members of those divisions were among the last to pay, and were thus in a measure directly responsible for the delay.

We sincerely believe that it will only be necessary to call attention to this matter, and that all those to whose attention it is brought will certainly be prompt hereafter, thus saving cost to all, possible forfeiture for themselves and perhaps undeserved privation to those waiting for the benefits. So far as we know, there has been no complaint from the bereaved widows; they have waited patiently and uncomplainingly, seeming to think the delay necessary, and to have full faith in the Association as well they may, but, brothers, let us each and all be just a little more prompt and not make them wait any longer than is really necessary. Thus payment of the benefits for deaths of Bros. Estay, Raymond, Smith, Brink and Land were not made until September 8, as owing to the delay in payment of assessments I was compelled to wait until after the expiration of the sixty days from the date of the notice. Mrs. Severance should have received her money not later than September 5, but owing to the delay of members it cannot yet be paid as the necessary amount has not at this writing been received for assessment No. 62, and probably will not be until the very last of this month (September).

Now a word in regard to the 'fault-finders' of whom we have a few, and to illustrate we print an extract from a letter received not long ago.

"I have received the inclosed notice for assessments 59 to 61. I have lost my postal notice, and so have not paid until now. I shall pay the other before the time expires; if I do not, you know what to do. I do not think much of your plan of sending me a notice through our local secretary. It may be according to law, but it will put many a poor brother who could and would pay if he had a chance (to inconvenience we suppose is intended, though the sentence is incomplete.) There are times when we are all not able to pay on account of having other uses for all our extra money, and under the circumstances I do not think it is a brotherly act to force a man out of his insurance because he sees fit to use his means to try to secure a home or other comforts for his family. It is not charity according to my view of the matter."

This brother received the first notice and lost it, and did not pay within forty days. A second notice was sent, notifying him that his membership would forfeit in twenty

days more, and is sent in care of the Division secretary to cover the many cases that are continually occurring where members change their address without notifying this office, while the Division secretary may, and often does know it.

Why a notice by the hand of a division secretary should cause any more inconvenience than if sent direct, is a conundrum to us. We do not fully understand whether the brother means that it is not a brotherly act for the Grand Secretary to "force a man out of his insurance" by notifying him that the time is getting short, or whether he means that the Grand Secretary should pay his assessments and not "force him out" until he gets his home and what other comforts he may deem necessary. It would certainly seem to us to be the surest way to provide his family with a home and comforts, to lay aside the small sum of \$2.00 per month so that they will not be forced to lose the home that is partially paid for, if he should be suddenly taken away. By the way, our insurance has cost but \$1.70 per month for the last two years. Brothers should remember that they cannot both "have and eat their cake." It certainly seems to us that no member who has employment and has met with no misfortune, should complain about paying his assessments or of being "forced" out of the association for not paying them. If he has been unfortunate, either by sickness or accident, there is not a Division of the Order that would not take care of his assessments, and he should notify his division and not "kick" the Grand Secretary for complying with the law. If the law is not right, elect delegates that will change it. Write communications for the MONTHLY suggesting changes for the better, and give reasons for them so that all who read may be informed and be prepared to act intelligently when the time for action comes.

Another brother writes: "I have received notice of assessments Nos. 59 to 61, from the Division secretary. I have not received notice of these assessments," meaning undoubtedly that he had not received the first notice. He had changed his address without notifying this office, but the division secretary knew where to find him.

We will do all in our power to get the notices to you; please do your part by keeping us advised of your address, and remember that we have to keep the accounts of 4,500 members of the insurance, and as we are not infallible by any means, mistakes will occasionally occur, and if one should occur in *your* case, don't jump to the conclusion that an effort is being made to defraud you, but write and explain.

Remember that your insurance takes effect from the date of your application, and you are assessed for all losses that occur on or after that date, but none before. If your certificate reads "is from the first day of August, a member, etc.," you should not be assessed for loss occurring before that time. Members frequently ask, "Why am I assessed \$3.00 and others only \$1.00?" It may be because others have paid some assessments in advance, or they may not have been members so long as the one who asks the question. If names are given we can tell the reason at once, but if as above, no names are given, we can only guess.

THE WRANGLES OF LABOR.

A condition of things which ought to satisfy the most rabid Anarchist seems to exist among the labor organizations of New York City, growing out of the attempt of the Knights of Labor to capture and dominate the labor societies known as the International Union and Progressive Union, and the Union Cigar Manufacturers' Association. The Cigarmakers' Progressive Union seems to be the immediate object of the animosity of the Knights of Labor. After acquiring a foothold in each of the cigar unions and obtaining control of about thirty shops, they not only demanded the dissolution of the unions but absolute obedience to their orders. They were aided in their efforts by the divisions among the cigarmakers themselves; but when the order of dissolution was issued the

latter made determined resistance. Thereupon the Knights of Labor entered into a compact with the manufacturers to compel their men to join them on pain of dismissal, the Knights agreeing to fill their places with *non-union men*! The result of this compact was the withdrawal of a large number of Progressive Unionists from the Knights of Labor and a temporary truce between the warring cigar unions for the purpose of resisting a common enemy, who was seeking to rule or ruin them. Meanwhile all the trades unions have taken alarm at the wholesale attempt of the Knights to control the labor market. How the Central Labor Union resisted the organized efforts of the Knights to run the meeting that was held Sunday last has already been told in the columns of the *Tribune*. Wordy arguments and heated discussions soon led to a free fight between the factions, and many Central Labor and Knights of Labor heads were punched. Had it not been for the presence of some of the police, who managed to smuggle themselves into the hall, the melee might have been attended with disastrous consequences.

There are many morals to this story which working men might study with profit if they were so disposed. They might realize, first, that the leaders of trades unions, which are primarily formed for mutual benefit, have little care for the real interests of working men, as witness the disgraceful squabbling of the cigar unions themselves; second, that there is no more insincere and inconsistent organization than the Knights of Labor, which, professing to have the good of laboring men and the amelioration of their condition at heart, deliberately makes a compact with manufacturers to throw union men out of employment and fill their places with non-union men; and third, that the alleged despotism of capital is insignificant and harmless as compared with the despotism of Mr. Powderly's organization and the brutal methods of the so-called leaders of labor reform. The fight in New York, which is the offshoot of the fight in Cleveland, shows that the working men have no confidence in their leaders or in themselves. The bitter taunt of Jay Gould that Mr. Powderly is undertaking too much when he proposes to administer all the labor interests of the country, is proved true. Apparently he cannot keep a single assembly in check. Unless some reform is made in their methods of organization and their system of conducting business it is only a question of time how soon all these associations will go to pieces. As they are now conducted, the sooner they are dissolved the better it will be for the working men themselves. Right and justice appear to have been entirely overlooked in their present scheme.—*Chicago Tribune*.

Comment is superfluous.—Ed.]

TOO MUCH IN ERROR.

STANBERRY, MO., Aug. 1, 1886.

EDITOR MONTHLY:—There is no doubt you think ere this that the subscriber is annihilated or has bought a small knothole and has taken up his abode therein, but I am still at large, and willing to defend the right, and am somewhat like the old lady, want the last word.

I would like to know by what right you publish any resolutions passed by a Division of the Order, for they are secret transactions of the Division, and should not be made public any more than the ceremony of initiation. [T. J. P. is respectfully referred to Sec. I, Article IV. of Statutes, and Sec. I, Article III. of Constitution. If he believes the charge he indirectly makes, it is his *duty* to comply with the law referred to.—Ed.] Also, would like to have you, or any one else state how or in what respect Division 188 has violated any law or statute of the Order of Railway Conductors. If the Order interferes with the personal liberties or opinions of no one, why do you as editor take us to task for expressing that opinion? I will tell you why; it is because it don't suit you, and one or

two high officials of the Order, unless every member of our beloved Order bows down on his knees and truckles to the beck and nod of every petty railroad official in the land.

Why sir, it is only a few years ago that the name of the Order was changed because some superintendents disliked the word *Brotherhood*. In the Division I then belonged to, our superintendent refused to let our delegate to the Grand Division have a "lay off," for no other reason than because he was going to the Grand Division of the Conductors' Brotherhood. He requested three or four members to withdraw and they did so; but the rest of us struggled on (seven in number), and now it is one of the best Divisions in the country. But if we had followed the teachings *you* now advocate, we would all drown out, sent in our charter, and given the superintendent our rituals.

We, or any one has the right to object or remonstrate with you or any member of our Order about what they should eat or drink, if that food or drink is an injury to them, us, or the Order, or if they procure the same by any unlawful or reprehensible means.

Now, Bro. Daniels, I want you and every one else to distinctly understand now and for all time to come, that there is not a member of Division 188 that has any love or sympathy for the Knights of Labor in their late strike in the Southwest; we each and all know it was all wrong and without cause or provocation. But would it not be as well to let them severely alone, for the poor devils are playing out fast enough any way, and the more you stir a certain animal the worse the smell (to say Knights of Labor to you seems like shaking a red rag before an infuriated bull). Would it not be better to try and teach them better, and how to become better citizens? The rank and file I have no doubt are honest in their convictions, but are led by their ignorance and designing leaders.

To point out to you—if your teachings control our Order, it would result everywhere as it did on the Penn. R. R. in regard to their hospital or relief assessments. The B. L. E. and B. L. F., each sent committees to Gen. Manager Pugh, who received them as one gentleman receives another, and as committees, but when Division 162 O. R. C. sent a committee to him he would not talk to them as a committee, only as employes and individuals. They wrote to our Grand Chief three different times asking him to come and help them out. But did he go, or answer their letters? Not any. Does it make any difference whose ox is gored? And to the B. L. E. and B. L. F. is due the credit of downing the most unjust and wrong regulation of any railroad in the land.

Once again, with all due respect to Masonry and our brothers who belong to that Order, I still think the articles in the MONTHLY are out of place, as I understand the MONTHLY is published to promote the interests and for the benefit of the Order of Railway Conductors, and not in lauding Masonry or any other society. Why not do the same for the Odd Fellows, K. P., A. O. U. W. and others too numerous to mention? I think Masonry and the others need no defense at our hands, they are too well known; they are all able to defend themselves.

Our correspondent to the MONTHLY has written three or four communications but they never have been published. Why is it? Two of them were in regard to presentation to Division 188 of a Bible, and an altar cover by the wives of the brothers.

Now, brother, I have had my say and am done. I have said all and more than was probably necessary on the matter, and if you ever hear from me hereafter, I hope it will be on some other subject. I am still and hope ever to remain

Yours in P. F.,

T. J. PRESTON.

[In relation to the above, if Bro. Preston had stated *facts*, he could have had "the last word," but there are so many mis-statements in his letter that we cannot let them go uncorrected. The personalities indulged in by the good brother, are beneath our notice.

The name of the association was changed at the session of the Grand Division held in this city in 1878, *not* "because some superintendents disliked the word 'brotherhood,'" but because it was the unanimous wish of every delegate including the representative of the Division of which Bro. Preston was then a member, Div. No. 42, and Bro. Greer,

the delegate from that division, occupied the floor the full limit of time arguing in favor of the change. The change was also advocated by C. A. Stanchfield, S. A. Herman, John R. Sandy, H. S. Chapman and others equally well known, and they must share with "ye editor"—who was then attending the Grand Division for the first time and who won notoriety not as an advocate of a change of name, but as the champion of the notorious Jim Boyle, then known as J. Ward Boyles—the censure for "pleasing superintendents."

The delegate from Division 42 has never been refused a "lay off" because of being a delegate, but Bro. Glaspell in '78 and Bro. Hale in '84 could not attend because they could not be spared from the road at the time.

No member of Div. No. 42 has ever withdrawn "by request of a superintendent." Division No. 42 was organized with nine members and has *never had less than that number* and has gained steadily ever since, the record being as follows: Organized in 1876 with nine members, in '77 had 18, in '78 23, which number was held until '83, when 28 were reported, report for '85 showing 45.

A committee was appointed by Division 162 to confer with a committee from Division 143, but no committee was ever appointed to visit Mr. Pugh or any other official in relation to the "Relief." Owing to the non-delivery of a telegram, the full committee from 162 were unable to meet the committee from 143, but by request of the committee from 143, one member of the committee from 162 went with them to see Mr. Pugh. They were cordially received and their objections listened to and promised consideration, which they received, and which resulted in the Philadelphia conference. In the language of a member of the committee, "he (Mr. Pugh) treated us as kindly and gentlemanly as any one could."

Not one letter was ever written to the Grand Chief Conductor asking him to "come and help them out." Letters on the subject of the "Relief" were received and replied to by both Bro. Wheaton and myself, and we are assured by those *directly interested* that all was satisfactory. The Engineers' and Firemen's Brotherhoods are entitled to due credit in the matter, but it shows a very poor knowledge of the facts to give them sole credit, and we are inclined to believe that many of those interested will join us in the opinion that if Bro. Preston is sincere in his belief, he should in some way become a member of one of the above organizations so that he may feel that he is a member of an association of some influence.

We are not prepared to say that no communications have been received from Div. 188 except those of Bro. Preston, but we do not now remember any, and certainly none describing a presentation has been knowingly thrown aside. Many communications are not used because the writers send them in the shape of personal correspondence, and it is impossible to take the time to prepare them for the MONTHLY. It is our intention to use all correspondence that comes to the office, so far as space will permit. The MONTHLY has nearly, if not quite, as many readers outside of the Order as in, and some attention must be paid to their wants, or we should not take their money for the MONTHLY.

We realize, more fully than Bro. Preston, or any one else can, our incompetency as an editor, and we are well aware that we lack the ability to make the MONTHLY what it *should* be, even if we had plenty of time to devote to it, and if Bro. Preston will consider that the time is so fully occupied with other duties that we can give the MONTHLY but from one to two days' time in each month and that a few moments at odd times, we think he will concede that an earnest effort to do justice to all might fail to be satisfactory to either the MONTHLY or its correspondents. No issue of the MONTHLY since under its present editorial management has received more than *thirty hours' time* from the editor and most of them less than that.

Has not Bro. Preston's railway experience taught him that a "red flag" is a signal of danger?—ED.]

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 15th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

OH, WELL, HE HAS GOT THE BOUNCE.

Lady, attractive, smiling, takes a seat in rear car of a train leaving Chicago. Soon a man saunters along the aisle until he reaches the fair damsel. She kindly allows the man to take a seat beside her. As the train is leaving the depot he discovers he has not got a ticket, and blandly asks the fair one if she has an extra ticket to Hammond, where he desires to go. "Why, yes; I always have a supply of tickets by either route," and handing him one. He in return pays her 25c, and as the train increases in speed her tongue flies faster and faster. She knows all the conductors on the line, and relates how slick she plays it on them. Soon the conductor reaches their seat. The gent hands the ticket purchased of the maiden by his side, "The Scalper." The little conductor with eye-glasses, after scanning the ticket and sizing the man, says: "Gone ticket—has expired by limitation," and passing it back to holder, collects fare to Hammond.

Lady indignant!

After conductor is out of hearing, says: "Oh, he is a new man on the road. Why, these tickets are good all the year round. Johnny told me so. He is the sweetest agent on the road. The conductor don't know his business. I'll report him like I did — when he collected half fare for a little boy who was with me that wan't quite twelve years old. Oh, well, he has got the bounce now, and I am glad of it." Hammond is reached and she trips out of the car.

How wise we mortals are who know other people's business, and don't have any of their own. A pretty face, combined with form and carriage, often is a snare to some not vigilant to carry out, regardless of sex, age and beauty the orders laid down by their superiors at all times and places.

A MARCH ENTITLED "WELCOME."

[Dedicated to the Mich. Div. L. S. & M. S. R'y.]

EDITOR MONTHLY:—Those who have been in any way connected with this Division the past twenty years, will no doubt look at these few lines with more or less interest. The subject of this sketch is none other than the late superintendent, J. C. Curtis, who has, as all interested parties hope, taken this march and for good.

Those who will be *most* interested are those who have been compelled to suffer indignities at his hand. Now lend me your attention, kind readers, for a few moments and I will give you my reasons for writing this article.

1st. It is a settled fact that to make a good man, for any kind of business, you must hold out some inducement to have him look ahead to a better position and better pay. This is what we are taught in all stations of life. These same inducements have been

held out by our not much lamented superintendent all through his administration, and backed by the most favorable promises mankind is capable of making, and of course, until found out by actual experience, these promises were believed.

But let me say, I know by my own experience how little faith could be put in them, and can find scores of others who would be glad to echo my words.

For many years it has been almost a fixed principle of this man to reward his faithful and hard-working men as follows:

A good man commences at the bottom and works his way up, giving entire satisfaction in every case, until he comes directly in contact with this man for further promotion. Then he gives him promises, and as the time approaches, he feels as though there was something worth working for. Now, just as this important time arrives, some stranger from Canada or some other country foreign to the L. S. and M. S. R. R. shows up and receives the benefit of our freight man's hard labor.

When asked why this is, the only answer is, "It comes from a higher power, and you certainly shall have the next promotion."

So, with his ambition fired anew, the man goes back to his work believing that he will be rewarded at last. But when there comes another opportunity for the advancement of this man, if he has not been ignominiously discharged with a stain on his name, and (I have every reason to believe) nothing against him, he receives the same treatment as before.

For, lo! here comes another of those everlasting manufactured fellows for the occasion, and the only satisfaction a man gets this time is, "If you want to stay and run a freight train, all right."

So the poor fellow, giving up all idea of ever getting anything better while the present man holds the reins, settles down, wishing and waiting to see him take his last march which, thank the Lord, he has finally taken.

I also understand that he said he had given a great many years of his life to the service of the company, had no money ahead, a family to support, and that he felt badly.

I wonder if he ever thought that any other of the many whom he had passed an unjust verdict upon and sent them out into the country with no visible means of supporting their families, only an ignominious discharge and (I have every reason in the world to believe) nothing against them, only to make room for this swarm of hangers-on whom he had not manhood enough to say to, that those who had *earned* these situations, they must belong, ever felt badly.

AN EX-CONDUCTOR L. S. & M. S. R'y.

[The above is vouched for by a well-known member of the Order, and it is said one of the reasons for the dismissal of Mr. Curtis, was that he carried on the company's payroll men in his private employ.—ED.]

FLITTINGS.

Via the Wisconsin Central Short Line we left Chicago at 4:30 P. M. Friday, Sept. 3. Through the kindness of Mr. Fuller, the genial agent, we were comfortably located in the palace sleeper attached to the train. A special feature of this line is its elegant dining cars. The service on these cars is the finest in the world. Our conductor was Bro. C. F. Carr. We arrived in St. Paul on time, and after a brief ha't and rest we boarded the N. P. train for Brainard to spend Sunday. Our train was in charge of the veteran of the N. P. R. R., our worthy brother, J. H. O'Neil. We arrived at B. on time, and were soon at our hotel. Sunday we organized Brainard Division No. 197. Sunday night we again boarded the N. P. train and are whirled away into the darkness toward the Pacific

coast. One of the pleasant features of this line is the dining car service. These palace dining cars are now running on all trains through to the Pacific coast. The traveler avoids the fifteen minutes for dinner, and the change in cooking incident to wayside dining halls. In this departure the N. P. R. R. are the pioneers, and it is to be hoped they will be well patronized in their progressive step. Fargo is passed in the night, and we are awakened a short distance east of Jamestown by the call of the conductor that "breakfast was now ready in the dining car." Bismarck and Mandan are soon passed. At both places we shook hands with brothers of the Order. Among them we found A. H. Nichols of No. 42, W. G. Gallagher of No. 39, and H. C. Buckley of No. 53. At Mandan Bro. Fields, of No. 21, took charge of our train and entertained us nicely all the way to Glendive. We were treated to an exhibition of "English you know" as the special Pullman excursion car "Kearsage" was picked up at Little Missouri, and it contained Earl of Something, I have forgotten who; leastwise I saw a genuine Englishman down on his knees kissing the hand of the lady of the party at a wayside station, where he came in to pay his respects. At 8:30 A. M. we whirled into Billings, and was there met by Bros. Decker and Brown, and spent a very pleasant day with them. Toward evening they took us for a pleasant drive to the bluffs to the north of Billings, which is reached by a drive of some six miles, but when reached affords one of the finest views we have ever seen. The valley of the Yellowstone is spread out before you, and away to the westward are the mountains capped with snow, truly a most beautiful sight. We are under great obligations to the Brothers of No. 191 for their kindness during our stay in Billings.

C. S. W.

DIVISION 144.

In memory of her departed husband, our late C. C. Jno. Connor, and as a token of her esteem and regard for our Order, Mrs. Connor has presented to Div. 144 a beautiful frame for our Charter, for which we tried to express our gratitude and appreciation by a vote of thanks. Our Division has since Mrs. Connor's bereavement felt a deep solicitude for her welfare, and this kindly token of her appreciation will endear her all the more to the brothers.

Yours in P. F.,

J. B. G.

BOONE, IA., Sept. 5, 1886.

EDITOR MONTHLY:—I see I am the subject of very scathing and uncalled for remarks from the pen of the gentlemanly (?) secretary of Division No. 46. I do not claim to be any better than my neighbor, but I have a sense of respectability, and will not stoop to slur the character of any man, much less a brother of our Order. I do not see that Bro. Vannaman has used any argument in favor of the resolutions in question. Let us analyze his reply and see. First he says: "I see Division No. 46 is the subject for Division No. 34 at Boone, a Division that has 70 members, and they never meet except when Division No. 46 is to be accounted for." Let me inform the brother that Division No. 34 knew nothing of what I wrote, I alone am responsible; it is true we have 70 members and meet every second and fourth Sunday in the month, and always have more than "nine members present." Members of Division No. 46, or any other Division will always find the latch-string out, and a hearty welcome within, regardless of certificates from their C. C. if they can answer the necessary questions.

Secondly, he says: "And as Bro. Parkin *has been* traveling with a little blonde, and no marriage certificate, and he thinks it hard that No. 46 should make him show one. These are just the kind of men that we have had to deal with." Now I would ask him

if he is not needlessly and falsely abusing a member of the Order, and one I can assure him, who thinks as much of the Order as any member, and certainly lives up to his *obligation* better than he (Secretary No. 46) does. Can anybody see any argument in such a tirade? Then he says: "There is a brother in Milwaukee who disowns his family, and borrows money from everybody." Why don't you expose him if you have the proof, and let us get rid of such barnacles? We are better off without such, I admit, and if you were to take the course I proposed in the communication you take such abusive exceptions to, we would soon be rid of such dead-beats. Again he says: "Division No. 46 is comprised of members who have nice homes and good runs, always attend to their business (success to them, say I), and *always* attend Division meeting, *because* they always have Division meeting on the first and third Sunday in every month." (Could not attend I suppose had it been on any other Sunday.) Now look a little further on and see what he says; contradicts himself I think. "To-day has been warm, and I guess most of the members of No. 46 have taken advantage of the cool places, as but a *few* were out to the meeting. About 40 were in the city, and nine only were at the Division meeting." What a difference for a man to express in the communication. Still I see no argument in favor of the resolutions. I did say "Shame on such brotherhood," and if this is what makes the brother so *mad*, I will take it back and say I am sorry for them. He further says: "The Order must be full of black sheep." This I contradict most emphatically. We have none such in Division No. 34, nor do I know of any ever visiting us. "Or what black sheep there *is* are sure to strike for Milwaukee Division No. 46." They, like "Othello," must be easily persuaded, and not good readers of human nature, and as conductors they ought to be. He asks for a receipt? Take the plan, my brother, I proposed in my first communication, and I am certain you will soon get rid of such leeches. In conclusion I will say, if No. 46 had passed their resolutions and kept them within the portals of their Division room, not heralded them to the world, making outsiders believe we are as a rule a lot of thieves and rascals, but instead had tried to uphold the honor and integrity of the Order, he and I would not have been brought into this controversy. Now, Bro. V. here is my hand in P. F.

Mr. Editor, please through the MONTHLY thank the numerous members who kindly sent me copies of their rules and time-tables, and excuse this long communication.

Yours in P. F.,

W. B. PARKIN.

ST. LOUIS, Mo., August 20, 1886.

EDITOR MONTHLY:—The past year has been one of the most eventful ones during my connection with the Order. We have had an opportunity thrown in our way, tending to draw out the members of the Order and compel them to take sides in the labor troubles; placing themselves on the side of justice, has proved to our employers that we are willing to stand by our principles, as expressed from time to time, that we are a non-striking organization. We have been warmly congratulated by the railroad management of the country, and we have good reason to think we will receive the same hearty support from the same source, for any honest effort on our part to improve the service. This has caused us to look forward to a more prosperous future. But a conductor, to make a success as a conductor, must look back, or he will let something run into the rear end of his train, and cause a more costly wreck than from the front; the front, or the one spoken of in regard to strikes, simply involves an honest difference of opinion, while the one from the rear, affects your competency and reputation.

Every once in awhile we see indications of dissatisfaction between superintendents and conductors. We see conductors dismissed from the passenger service, a baggage-man promoted to the position; sometimes it is a man from the general office. Now, an

act of this kind involves no little anxiety in the mind of the Superintendent to know if he will prove competent or may through a misunderstanding of his orders, or time card, cause a collision that will cost the company thousands of dollars. *Why is this done? Can any brother tell me?* I don't suppose there is a member of the Order but what expects some day to be promoted to a passenger conductor, and is looking forward in his mind to the time when his hopes will be realized. When a vacancy occurs what is his surprise to see it filled by some one who has sat through the storms of winter and summer, housed up, with none of the cares or responsibilities of a safe delivery of a freight train at its destination, with probably no ambition beyond his present position; it is tendered him and he accepts.

The height of a train man's ambition is to become a passenger conductor, as there are but few positions above it in the service. Another thing, it makes him feel good to think his services are appreciated, and when he goes home (if he has a father and mother living), to hear them say, "I am sure you have been a good boy, attentive to your duties, or the company would not have promoted you." Also, they have confidence in you, and think you will conduct your business with honesty and fairness to all parties concerned. If you do this you certainly are entitled to all the support the Order can give you, as well as every one connected with the road, and as this a position that falls to man on an average but once in a life-time, it is but natural it should be permanent or at least during good behavior; as long as you do right, you can hold up your head and say, "*I know I have done right.*" If you are dismissed from the service of the company, the public looks upon you as being dishonest, but their saying so don't make it so; you have a just right to feel indignant over the matter. On the other hand, if you have not been honest, while the Superintendent may not have positive proof of the fact, he may have proof sufficient to convince himself without a doubt. Then what must his feelings be; here is a man he has picked out of the freight service, placed him in his confidence as a man to be trusted, to see his hopes frustrated. Is it any wonder they look to a different source for relief?

Brothers, these are matters worthy of consideration. Unless we show a disposition to purge our ranks of dishonest members, how can we expect to hold the position? an Order composed of bright young active minds should hold; we are an incorporated body and open to criticism. Let us place it beyond the question of doubt.

I am yours in P. F.,

M. F. COMPTON, *Correspondent.*

ELKHART, IND., Sept. 11, 1886.

EDITOR MONTHLY:—You will probably notice that this my open letter to you, does not contain that degree of polish, or perhaps of point, which is usually demanded of those who cater to the public as correspondents or expounders of great or original ideas, but to tell you and your readers the entire truth. I propose in my feeble but sincere way to defend you in your stand which you have taken, and which the *Order of Railway Conductors* demands of you in conducting their MONTHLY, upon the labor question as discussed in the MONTHLY during the past year. I say to defend you because you need defense from some of the unworthy members of our Order. I class myself among the unworthy because I have been compelled to listen to remarks whom have been made in regard to the way in which "Daniels conducts the RAILWAY CONDUCTOR'S MONTHLY," and I have been requested by one of the subscribers which I had obtained, and who has contributed one or two articles to our MONTHLY, to allow his subscription to expire, as he did not like the stand which Daniels had taken in the recent labor troubles, and a line of sympathy for the poor conductors who were being made a cat's-paw of, was also added. And yet in the face of all this I "opened not my mouth," thinking and praying that some more able member of our Order, hearing no doubt similar remarks, would

express himself fully and freely in our columns, and in your favor and that of our Order. But such a defender has not materialized, and I, fully realizing the truth of that old adage that "Fools rush in where angels fear to tread," have resolved to tell you what I understand as the right and wrong of these vexed questions.

It is a generally understood fact that one of the fundamental principles of the Order of Railway Conductors is their direct and avowed opposition to strikes.

The founders of our Order in the last organization took this *advanced* view in all labor troubles, viz: That where a difference existed which could not be settled by arbitration, no honor or money could be gained by a strike, and the only legitimate way left for the intelligent laboring man was to quietly leave the service of any individual or corporation, trusting that he was not the loser in view of the fact that if he was *worth* the difference to his employer, the said difference would be paid. I say that this was an advanced view of the labor troubles and their settlement, because at that time no other organization of labor had placed themselves upon any platform except one which said, "Strike if you want to!" And now when we look back to 1877 and 1866, can any honest, intelligent man claim that it has paid, either collectively or individually, to strike? Where then can condemnation for you Bro. Daniels be found, for simply and entirely giving forth through our official organ, these views of the Order of Railway Conductors? And also realizing the fact that in your controversy with the *New Era* and *The Switchman's Journal* you have only acted as the legally elected representative of our Order in the managing of our MONTHLY. I refer to the two above named publications because they represent the two organizations with which our Order has most to contend to-day. First, the *New Era* because it is the organ of the greatest labor organization in existence, and one which from its first breathings of power has said, Strike! Strike! Strike! And let me ask even its most ardent admirer to-day: Has it paid? Have you a record, as men or women, or as an organization upon which you can look back with even a semblance of honesty and say, We are proud of it.

Mr. Powderly, it is true, has sent forth circulars *which the public have read*, and after reading which no man could avoid saying, "It is true!" But the various assemblies after receiving these circulars have proceeded in the same "striking way" to disregard them and their teachings, and of course the outside world is forced to the same conclusions which you have already arrived at, viz: That the policy of the Knights of Labor is to strike upon provocation, and where that is left to any body of laboring men, to them is left a heritage which can only result in dishonor for all, and shame for its intelligent members.

As for *The Switchman's Journal* and its supporters, the Union, we live, perhaps, too near *Chicago* to give this an unbiased view, so I would propose, Bro. D. that when you step from the office to the street to-morrow morning, you ask the *first* clean, intelligent looking stranger what his opinion is of the actions of the switchmen of *Chicago* (as a body) during the past summer, and I will agree to his verdict. So this question is easily settled.

Again, I see that sycophancy is laid at our door. Well, if true, I should dislike that more than any other charge. But we are pledged to hold ourselves aloof from all strikes among railway employes for reasons which I have endeavored to set forth in my letter so far, and now we find that members of the Order of Railway Conductors are demanded by the management of the various railways through our country to-day. Why? Not because it is understood that they can be trampled upon without let or hindrance, or that they are bound to abide by unjust decrees, but simply because they are members of an Order which permits them to work for their employer so long as no differences arise between "The party of the first part and the party of the second part." And also because when said differences do arise they believe in and *practice* the doctrine of St. Paul, viz: "Come and let us reason together." And we know that this defense of this charge is

sufficient because we know the inside workings of this case and will only be doubted by the ignorant, and did you ever observe that the ignorant are always doubting?

I did not intend, Bro. D. to infringe upon your time and patience to such an extent, but I have not said all I have to say yet, and if any one doubts it, let them mention the fact, and I will continue to unwind.

I am yours in P. F.,

G. W. H.

GARRISON, M. T., Sept. 12, 1886.

EDITOR MONTHLY:—Everything on the Rocky Mountain Division of the Northern Pacific Railway continues to move along smoothly; no wrecks, no jars, no unpleasantness of any kind. Business has been good all summer, and is good yet. Between Helena and Huron the passenger conductors are Bell, Krichbaum and Woods. On freight, Wm. Oleson, John Dinnan, John Burke, Chas. Hough, Ed. Rush, George Elliott, Wm. Preston, Nelson, Jones, James, Higgins, Grinnell, Chas. Snedaker, George Parks and Glover.

About half of the above are members of the Order, hailing from all corners of America, from Arizona to Manitoba, and from Oregon to the Great Lakes. The Utah & Northern Railway has been converted into a standard gauge between Garrison and Butte, and is now called the "Montana Union." I don't know exactly who owns it, but think the Union Pacific own one rail and the Northern Pacific the other.

Conductor James Mansfield runs an express train daily between Helena and Butte. Murray Miles ditto between here and Butte. Lowe on a mixed train, and Russell freight.

Sincerely yours in P. F.,

JOHN B. ROBINSON.

TORONTO, Sept. 6, 1886.

EDITOR MONTHLY:—I again take the liberty of writing a few lines to the MONTHLY after waiting some time to see if our correspondent would brace up a little; but I do not see anything from him, and would consider him dead but I see him very often, so that idea has to be given up. I will now give you a few items that should have received my attention sooner, but were withheld to give some one else a chance. I met Bro. Jas. K. Howland on my train in July. He is a jolly fellow. He had his son with him, Master John Howland, and he is the eighth in descent since the first John Howland landed on Plymouth Rock two hundred and sixty-six years ago, and he carried a very beautiful cane presented to him by his uncle, and which has been handed down from one generation to the other of John Howlands for two hundred and sixty-six years. I digress. The first John came over in the Mayflower. Mr. Jas. R. goes East every year to see his mother. He belongs to the C. B. & Q., but the division I have forgotten. We arrived in Toronto at 11 o'clock A. M., and he went West at 1 o'clock P. M.; the two hours were spent to the best advantage by driving around the city. I believe they enjoyed the drive, and hope we shall have the pleasure of meeting again, but with more time at our disposal. Come again, Jas. K. Later I met Bro. S. S. Shipman, of Division 47, but had only a few minutes to talk; hope for more time next time. I also met Bro. Jos. Kenney, of Division 110, C., St. L. & P., who arrived in Toronto at 11 o'clock P. M., and after a drive of a couple of hours, which we enjoyed, he left for the West at 1 o'clock P. M., as he was in a hurry, his leave being near closed. He was here after a lapse of eighteen years to see friends. Bro. F. W. Cheney, of Division 55, passed through our city and spent a couple of hours to the best advantage. May they all come again as soon as possible. I will try and give you some Division news. We had the first regular meeting in our new hall, on the corner of Queen and Cameron streets, and had a rousing good meeting. So much

for the change. We are not quite dead yet; we are on the gain, as we have two for first, one for second, and two balloted for, which is not bad, and we shall be glad to receive a visit from any of the brothers of other divisions that may come this way. Our meeting days are first and third Sundays in the month, which please do not forget. There is a union meeting called by Division 13 for September 22. I am glad to see strikes are subsiding, which is a good sign. Will write soon again if our correspondent does not wake up. Please accept this effort from yours in P. F.,

WM. R. HILL.

ST. THOMAS, ONT., Sept. 9, 1886.

EDITOR MONTHLY:—If you can spare me a little space I will once more in my feeble way attempt to furnish you a few items of interest from the land of the Canuck. Bro. C. C. Martin has returned from his trip to the old country, looking well and hearty, and reports having had a splendid time. Business is better on both M. C. and G. T. R. and the boys are once more getting in full time, but there is still room for improvement. Bro. J. B. Morford is becoming more popular every day, and the boys are beginning to see the benefit of having a practical man at the head of affairs. We are pleased to see that Mr. J. E. D., who lately resigned the position of Asst. Supt. G. T. R., has accepted that of Gen'l Supt. of a new division of the U. P., with headquarters at Butte City, Montana. He was a good friend to the Order, and we recommend him to any of the brothers who may be running under him as a good friend to a good man. Mr. R. Larmour, who takes his place, comes to us well recommended from the brothers of Stafford division, and so far has proved to be a perfect gentleman, always willing to give his men a fair and impartial hearing. An invitation has been issued to all Canadian Divisions of the Order for a union meeting, to be held in St. Thomas Wednesday, September 22, and we are looking forward to a good time, and hope much good may be effected. In this connection, Bro. Editor, let me suggest that this would be a good time for you to act on the hint of your *Jew Era* friend to make your trip. You bet you have friends in Canada. Please extend on our behalf this invitation to all of the "gang of tarantulas," and assure them of a right hearty welcome should they come this way. You say truly that abuse from such a source is the highest kind of a compliment, but a man who would use such "arguments" would fire a bomb. "Keep your eye on him, William." Bro. John Greenwood has severed his connection with the M. C. Ry, and would be glad of a pointer from any of our brothers. He holds good papers, and we can recommend him to any road as a first-class man. Bro. Alf Ellerby, P. C. C., has met with a severe blow in the loss of his son, Alfred Oscar. He has the heartfelt sympathy of all the brothers in his misfortune. And now, having taken up enough of your valuable space, will close with best wishes for yourself, the MONTHLY and the Order at large.

Yours truly in P. F.,

TEE CEE.

FABYANS, N. H., Sept. 5, 1886.

EDITOR MONTHLY:—I am surprised that Bro. G. H. B. thinks the B. & O. the only single track R. R. on earth, at least from his letter of June 18 one would infer that this was the only single track in America. But if Bro. G. H. B. will step into our little State of Vermont I will take great pleasure in showing him another single track that is not built as he says the B. & O. is. For we run safe every train, and I know should Bro. G. H. B. run here as he says he does at home his stay would be short, and I am afraid not very sweet. I should judge by G. H. B.'s letter that train dispatchers on the B. & O. had nothing to do after trains left terminal stations. He speaks of running in convoys of

eight or ten sections and several hours apart, are on red signals, and wants to know when a train could get over the road if it had to lay off for all sections. I will tell him how we do it up in Vermont. We run, as he says, in convoys, and sometimes several hours apart. But on our line the train dispatcher controls the running of all trains; not only at terminal stations, but at all times while on the road, and we do not consider it much of a trick to give trains running in an opposite direction orders to meet not only first section but any number of sections at points where the least detention would occur. That is the way the Central Vermont is built, and I am sorry for Bro. G. H. B., for if the B. & O. is built as he says, and he is insured in our Order, we shall be called upon to pay an assessment for the benefit of his widow some day in the near future I am afraid. One thing more I cannot understand. He says second section No. 657 does not know and has no right to know what order first section has. Now, suppose first section 657 met a passenger train say at Central, and when she got there got orders to run to some place beyond, what would second section do? Pull out and follow without knowing what first section was running on, or would they get copy of first section order before they left? Again, when you started with second section 657 would you not want to know whether 657 were signal or not, and want it in black and white. I think I should; yes, I know I should, and should never start until I had such order. But as G. H. B. does not tell us what his rule governing red signals is, we cannot give any interpretation except as the rules we use would give. Now as to question this month will say, 657, according to G. H. B.'s version, has right to proceed after 3 A. M. But not so here; 657 is subordinate train to 602, and if 657 cannot reach Kanaan by or before 3 A. M. she must keep clear of 602, and if she does reach Kanaan by or before 3 A. M. must side track and wait until 602 arrives, and all sections following 602 on red signal, unless otherwise ordered by train dispatcher. As far as 601 is concerned 657 has order to run to Parkerburg ahead of her, and can do so if she can make her running time after getting such order, but if she cannot make her time must look out for 601 and side track at first station, and notify dispatcher that they cannot make running time, and he will determine whether they shall proceed or not. Therefore, if 657 is delayed by 602 so as to put her off her time 657 must keep clear of 601 as well as 602, no matter what time it is before or after 3 A. M. I notice a "School Boy" has spoken. He had no need to sign himself "School Boy," for his version of order No. 3 would convince me he was such in railroading, at least. I think he must run on the B. & O. also, for he thinks just as G. H. B. does. I wish Bro. G. H. B. would send us of Division 24 a copy of Rules and Regulations he runs by, and then we could figure his train orders according to them. But I will say I do not think much of the B. & O. system of train dispatching if it is as I understand it from G. H. B.'s version of his orders. I do not know much about Division 24, as I have not been to a meeting or seen a member since last July, but if nothing happens I shall meet with them at our next regular meeting, and then I will write again and let you all know how we are getting along. Hoping I have not intruded too much on your valuable time, I am

Yours truly in P. F.,

N. E. D.

THE DALLES, ORE., Aug. 15, 1886.

EDITOR MONTHLY:—Mount Hood Div. 91 had a pleasant surprise at our last meeting, Aug. 8, in the presentation of a very handsome illustrated Bible, presented by Bro. Weidner, in behalf of Mrs. Wm. Weidner and Mrs. E. A. Clem; also from Mrs. Ward, wife of Bro. H. Ward, of Arkansas Valley Div. 36, some very fine chenille embroidering on our bannerets. The presents were a great surprise to the Division, and they were very much appreciated.

Bros. Doc O'Meara, R. T. Hedrick and W. H. Jones were appointed as a committee to draft resolutions of thanks, and reported the following:

WHEREAS, It has been our happy lot to be the recipient of some very fine presents; therefore be it,

Resolved, That we tender Mrs. Weidner, Mrs. Clem and Mrs. Ward our sincere and heartfelt thanks for the appropriate and handsome presents, and be it further,

Resolved, That a copy of these resolutions be sent to our MONTHLY for publication, and be spread on the minutes of this meeting.

DOC O'MEARA,
R. T. HEDRICK,
W. H. JONES,
Committee.

As nothing has been in the MONTHLY from this Division, I will try and say a few words, if you will kindly grant me a small space. Although you have not heard from us, we are not asleep by any means. We have a membership of sixty-eight (68), and more applications coming in. Everybody has been eagerly looking for Bro. Wheaton's promised visit, which I hope will be in the near future. Business has been very good during the summer, with prospects of being better during the wheat season. Nearly all extra conductors are now running. All of the old boys are still here, except Willie Mohler, who is on the Oregon Short Line. Success be with him.

A good many of our boys think the Pacific coast a good place to locate in, as a good many are taking partners for life. Bro. Deitz is the father of a fine young daughter.

Yours truly in P. F.,

W. W.

PROVIDENCE, R. I., Aug. 16, 1886.

EDITOR MONTHLY:—I have been very negligent in not writing before, but lay a part of it to business. This is our busy season, Oakland Beach being in full blast as every one is eager to get one of Prince Charles Maxfield's clam dinners. Consequently we all get extra trips. The Shore business has been very good for the last month, but everything in that direction looked very dubious during July. All of the hotels at Newport, Oakland Beach, Buttonwood, Narragansett Pier and Watch Hill are full, and some are turning away people.

You know Rhode Island is a prohibitory State, and the general impression was that the hotels would suffer in consequence, but such has not been the case. Our Division has not gained but one member this summer as yet, but I have four on my road, who will shortly be with us. We have changed our time of meeting from 2 o'clock P. M. to 10 A. M., that hour being desired by many of the brothers.

By invitation of Division 157, we went to Boston four weeks ago Sunday. Mr. Greene, the gentlemanly Assistant Superintendent of the Boston & Providence, furnished us with an extra car. We were met by a committee of that Division and escorted to the boat, and after a pleasant sail, arrived at Downer's Landing, where we partook of a clam dinner. The time was very pleasantly spent. Hoping to meet many of the brothers at our meetings, I remain

Yours in P. F.,

GEO. E. WHIPPLE,
Providence Div. 151.

CLEVELAND, TENN., Aug. 17, 1886.

EDITOR MONTHLY:—The writer of this received an invitation on the evening of July 29 from Deputy Grand Chief Conductor Frank Kidwell, of Queen City Div. No. 60, who is now running on the Pensacola division of the "Ellen N." Railway, to participate in the organization of a Division of the Order of Railway Conductors at Jacksonville, Fla., on Sunday, Aug. 1. The invitation was rather late, but learning that a delegation

would go from Division No. 98 at Montgomery, Ala., and preferring good company, I quickly packed my grip with the necessary articles for a Florida trip, and after a good night's rest I made my departure on Friday morning, going via Calera, Ala., to catch the Montgomery delegation. I left Cleveland, Tenn., at 9:55 A. M. on Alabama Div. No. 3, Conductor A. P. Jones of Division No. 185, in charge, and that Prince of engineers, Pete Burk, "the Irishman" at the throttle, the run to Rome, Ga., a distance of sixty-eight miles, was made in one hour and thirty-five minutes, including five stops. How this that for a fast time? The train consisted of baggage car, smoker, ladies' car and two Pullman sleepers. I arrived at Calera at 4:50 P. M. and found the train waiting for Montgomery, which I boarded and arrived at Montgomery at 8 P. M. On my arrival I found the Montgomery delegation had been gone some time, and after consulting with Bro. Dan Curran of Division No. 98, I found that I could go via the way of Pensacola where I would meet the Deputy Grand Chief Conductor and several of the brothers of No. 98, who were on the P. & A. division of the "Ellen N.," who were going to Jacksonville. I left Montgomery at 8:30 P. M., in charge of Bro. McCurdy, of No. 98, and arrived at Pensacola at 5 A. M., Saturday, where we met Bro. Kidwell of Division No. 60, and his estimable wife, and Bros. Cole and Donaldson, of Division No. 98, who took charge of me, and from that time until my leaving them on my return trip, was one of continuous pleasure, one that will long be remembered by me as one of the most pleasant of my life. Our little party arrived at Jacksonville at 8:10 P. M. and found that genial hearted brother, Sala, of Division No. 98, and trainmaster of the M. & M. division of the Ellen N., a committee of one to receive us, the rest of the Montgomery delegation having gone to Pablo Beach, in charge of the conductors of the F. R. & N., who principally composed the charter members of the Division that was to be organized. After a good night's sleep, fanned by a splendid breeze from that lovely stream, the beautiful St. John's river, our party now numbering ten, was up early, all full of life, and after enjoying a splendid breakfast at the best hotel in Jacksonville, the Duval House, we were met by eleven of the seventeen charter members and escorted to G. A. R. Hall, where at 9 A. M. a special session of the Grand Division was called to order by Deputy Grand Chief Conductor Kidwell, and the following Grand Officers appointed *pro tempore*: Bro. Brewster, A. C. C.; Bro. Hudson, S. C.; Bro. Coleman, J. C.; Bro. Donaldson, I. S.; Bro. Kouns, O. S.; Bro. Elliott, Chaplain; Bro. Sala, Marshal, all of Division No. 98 and Bro. Stevenson, of Division No. 139, Secretary. The special session of the Grand Division was opened in due form, and the object explained. The Grand Division was thus lowered to the first degree, and the eleven charter members were duly prepared, introduced, and the degrees conferred in form and the "work" properly exemplified and explained. The Grand Division was then raised, and they were again introduced and promoted to the second degree, and received the lecture and charge pertaining thereto. The new Division then went into permanent organization, and elected and installed the officers, and named the Division "St. Johns" No. 196. After the election and installation of officers the new Division was presented with an elegant silk banner and a full set of "signals" by Mrs. Kidwell, through Bro. Sala, who made an eloquent presentation speech, and I cannot refrain from giving a few sentences of his speech. He said:

"Brothers of St. Johns Division No. 196, I am requested to present to you this beautiful silk banner and this handsome set of signals made by the hand of Mrs. Frank Kidwell, wife of our Deputy Grand Chief Conductor, and she expresses the hope that you will accept them in the same spirit as she gives them, and that they will always remind you of the duty that they are emblematic of, and they should, coming as they do from the hand of woman, for my brothers, who is there that worships more at the shrine of beauty than the conductor; and then who is more willing to 'help, aid and assist' the poor, overworked conductor than his wife, sister, or sweetheart, who is always awaiting with anxiety his arrival, and when he is sick her gentle footstep can be heard in the sick

chamber, and her low, sweet voice asking his wants and ministering to him as an angel of mercy and humanity."

This is simply a brief synopsis of the eloquent speech, which was replied to on behalf of the new Division by A. C. C. Seftall in a neat and well timed speech. At 3:30 P. M. the Division took a recess until 5 P. M., at which time they resumed and conferred the degrees on two charter members who could not be present at the organization, and they did work as well as I have seen it done by old Divisions, mark it. They will have the best Division in the South in one year; they have good material and a splendid set of officers.

The Montgomery delegation returned home on Sunday at 4:30 P. M. Bro. Kidwell and his wife, and Bros. Donaldson and Cole remained over until Monday, and went to St. Augustine and Pablo Beach, having a splendid time. I desire, through the columns of the MONTHLY, to return thanks to all of the brothers for the many courtesies extended to the writer of this while on the trip, and especially to Bros. Sala, trainmaster and Curran, assistant trainmaster of the M. & M. division of the Ellen N.; also to Supt. Phillips, of the F. R. & N.

Fraternally in P. F..

JUMBO.

LOCKPORT, N. Y., September 18, 1886.

EDITOR MONTHLY:—Having been informed that there is a movement on foot to change the place for holding our Nineteenth Annual Session of the Grand Division, I desire here and now to enter my vigorous protest against any such movement, and for reasons which I hope to make sufficiently plain in this article to sustain my course. If you will kindly turn to page 437 of the proceedings of the Eighteenth Annual Session, you will find the following language: "By a viva voce ballot all places nominated received votes, but it being apparent that New Orleans led by a large plurality, many delegates changing their votes from other places to *New Orleans*, that place was finally selected by a *large majority*." So it appears that New Orleans was the choice of a large majority of the delegates as the place at which the Nineteenth Annual Session should be held.

Now who has the authority to change their actions and their votes? They were a competent body to whom power was delegated to make and amend certain laws, to elect certain officers, and to select a place at which the next session should be held. And there is no power and no authority in our Order who can change what they have done, until a new session convenes, according to our laws. Look if you please, at the "Duties and Privileges of the G. C. C." There is nothing there that gives him such power. Turn over one more page in the Constitution and there find plainly defined the "Powers and Duties" of the Executive Committee. Nothing there that gives them jurisdiction in this case; nor can the Divisions act upon this matter, for it is plainly beyond them.

All Sub-Divisions desire their authority to exist from the Grand Division. The place for holding the next session has been as definitely provided for as has any law in our constitution, and if the right to change the place of holding the Grand Division rests with Sub-Divisions or with the Grand Officers, then they possess the same authority to change or annul any of our laws, or to change the name of the Order. The Grand Chief Conductor and Executive Committee are the servants, and the Subordinate Divisions are the subjects of the Grand Division. Shall the servants be greater than their masters?

Again, the Grand Chief Conductor and Executive Committee have taken certain obligations to maintain and support the laws and regulations of the Grand Division. Can they change the place of holding our annual session without violating an obligation? And why should the place be changed? In the Southern States we have about thirty Divisions with an average membership of fifty to each Division, making a total of fifteen

hundred members. These brothers by their representatives at Louisville asked that a southern city be selected for our next convention. New Orleans was finally agreed upon between the delegates, and was chosen by the Grand Division. Would it not be an open insult to ignore them now, perhaps after they have partially perfected arrangements for our entertainment and comfort, and would it not cause just complaint and sow the seeds of discord and discontent among our Southern brethren? The reason for desiring a change is of so little importance that it should receive no consideration whatever, simply that of additional expense.

We are told that we must have the services of an Illinois State lawyer to expound to us the laws of that State so that we may be able to adopt insurance laws that will harmonize with the State laws; and it has been urged that to take a lawyer to New Orleans would be more expensive than to bring the Grand Division to Chicago. But in this case the mountain must go to Mohammed. Not Mohammed to the mountain.

In this connection I desire to call attention to a recommendation made by the Committee on Jurisprudence, of which I was chairman at the Eighteenth Annual Session (see page 400 Proceedings), wherein we recommended "that a special committee of three be appointed to prepare an entire new constitution," to be acted upon at the Nineteenth Annual Session. But the Grand Division required that the Committee on Constitution should report at the Eighteenth Session, which they did, and the result has been that our Insurance laws conflict with the State laws to such an extent that the Order cannot be incorporated until the laws of the Insurance are so amended as to comply with the laws of the State, delaying the incorporation of the Order until after the next annual session, adding a great burden of expense, rendering the present new issue of the constitution worthless, and requiring a new publication after the next annual session. These were reasons sufficient to my associates on that committee who saw in the distance the natural results of hurrying a constitution too rapidly, and were sufficient cause at that time to decline to serve on the special Committee on Constitution, even though we were characterized by the chair as being determined to "dodge or shirk the duties of our positions."

This case is not without a precedent in the history of our Order. In May, 1876, an effort was made by the Grand Chief Conductor to change the time of meeting from November to October, and the case was submitted to Subordinate Divisions. This called out considerable correspondence and controversy, but the records show that the movement was contrary to law and did not succeed, and that the session was held in Omaha in November, according to the constitution.

With kind regards to all, and hoping to meet many old friends in New Orleans, in May, 1887, I am

Very truly in P. F.,

H. S. CHAPMAN.

The members of Div. 148 are gratified at the success attending the efforts of detective Thos. R. Griffin in the arrest and jailing of the desperado Isom King, who on the 4th of July killed Bro. E. H. Felton, at Pine Knot, Ky. King lived in a wild, mountainous country surrounded by friends, but Griffin got a bead on him at 3 A. M., and by daylight was off for prison with him. Div. 148 remembered him.

A HARD FATE it is indeed, to always remain in poverty and obscurity; be enterprising, reader, and avoid this. No matter in what part you are located, you should write to Hallett & Co., Portland, Maine, and receive free, full particulars about work that you can do and live at home, at a profit of at least \$5 to \$25 and upward daily. Some have earned over \$50 in a day. All is new. Capital not required. You are started free. Either sex. All ages. Better not delay.—*Adv.*

RAILWAY.

THE NEW SYSTEM.

THE LATEST WRINKLE ON THE ERIE—RECEIVERS OF CONDUCTORS' COLLECTIONS APPOINTED.

A new system by which the Erie conductors are required to report their cash collections goes into effect Sept. 1. After that date, instead of sending their cash collections direct to the treasurer, they will turn them over to certain station and ticket agents along the line, who will be known as "receivers of conductors' collections." The receivers along the line have been appointed, and on the Susquehanna division are: Station Agent G. W. Conklin, Susquehanna; Ticket Agent J. T. Robinson, Binghamton; Station Agent S. H. Smith, Owego; Station Agent J. S. Carroll, Waverly; Ticket Agent S. T. Seeley, Elmira; Station Agent E. C. Clisdell, Corning. On the Tioga branch are Station Agent J. J. Carrigan, at Hoytville, and Station Agent B. J. Gurmsey, at Blossburg. Station Agent D. K. Belknap has been appointed receiver at Hornellsville. There are about the same number appointed for each of the other divisions.—*Elmira Gazette.*

OUR RAILROADS.

He stood in the station, she at his side,
She is a fair young, dashing bride.
On their honeymoon they're starting now,
It always follows the marriage vow.
He looks at the flaming railroad maps,
At the trains of cars and his baggage traps,
Then whispers, "Pettie, how shall we go,
By the Kankakee or the Kokomo?"

"These railroad maps confuse the eyes,
There's the C. B. Q. and the R. N. Y.,
And this one says your life's at stake
On any road but the Sky-Blue Lake.
This chart says, baby, the views are fine
On the Texas Cowboy Mustang line.
But still, perhaps we had better go
By the Kankakee or the Kokomo."

The bride said, "Hubby, I've heard pa say
What a fine old road is the P. G. K.
But mamma seemed to disagree,
And prefers the X. S. N. O. P.
The N. E. R. L. P. Q. J.
Have sleepers on the entire way,
But I've heard these trains are much more slow
Than the Kankakee or the Kokomo."

A conductor chanced to pass them by
And the bridegroom caught his gentle eye.
He said, "Oh man with the cap of blue,
Inform me quick, inform me true,
Which road is best for a blushing pure
Young timid bride on her wedding tour,
And tell us quickly what you know
Of the Kankakee and the Kokomo."

The conductor's eyes gave a savage gleam
These words rolled out in a limpid stream,
"There's the A. B. J. D. V. R. Z.
Connects with flip-flap biff bang B,
You change on the leg-off Sureville grand
And go through on the pancake ace full hand.
That road you named is flooded with snow,
The Kankakee and the Kokomo."

"The Pennsylvania Pittsburg through
Connects with the Oshkosh Kalamazoo,
With a smoking car all the afternoon,
Just the thing for a honeymoon;
And the Central Scalptooth Bungville switch
Runs through a vine clad country rich.
Of the road you named I nothing know,
The Kankakee and the Kokomo."

The bride said, "Hubby, 'tis best by f. r.,
Like the dollar we return to pa,
That's a pun I heard while on a train
On the U. R. N. G. Jersey main.
The conductor smiled, his eyeteeth showed
He had spoiled the trade of a rival road.
He knew in his heart there was no snow
On the Kankakee or the Kokomo."

So the bride and groom returned to pa,
Who heard it all and then said phaw,
"If you found you couldn't go that way
Why didn't you go on the Cross-eyed Bay?"
The bridegroom gave a howl of pain,
The railroad names had turned his brain.
He raves insane forever more
In a madhouse chained unto the floor.
He gibbers tootsie shall we go
By the Kankakee or the Kokomo."

[We print the above by request of a valued correspondent who sends it to us and writes that the author is unknown to him. We are under the impression that R. J. Burdette is responsible, and that it appeared first in the *Burlington Hawkeye* some years ago.—Ed.]

Mr. Angus Sinclair, editor of the *National Car and Locomotive Builder*, who has lately returned from an extended tour inspecting English railways, arrives at the conclusion that English locomotives are not as is contended by many, superior to those of American manufacture, and thinks that under the same conditions their inferiority would be apparent to all. His editorial letters on English railways are very interesting.

TOOK HIM FOR "GROVE CLEVELAND."

"Mart" Marean, a jolly conductor running Erie trains 2 and 7, has the fortune to resemble the present President of the United States very closely in face and form, except that Marean is perhaps a trifle shorter and somewhat better looking than his illustrious counterpart. The other day "Mart," in his blue clothes and smart brass buttons, was going through his train, punch in hand, and arriving at a seat occupied by an elderly man who was reading, he tapped the old fellow on the shoulder, and said: "Tickets, sir!" The old gentleman, who was apparently a farmer, reached in an absent way for his vest pocket, as if after his ticket, at the same time peering over his glasses at the official who had accosted him. As he looked, his eyes grew larger and his hand and lower jaw fell together. Then he gathered himself together, squinted through his "specs" carefully, and after a moment gasped:

"What, Grover? Grove' Cleveland, is this you? Why, how on airth did you come here? An' say," he jaculated in earnest tones, as he arose and grasped a hand of the astonished conductor in both his own, "what in the ole Harry be you a-doin'?"

The loud laughter of the passengers brought the old man to his senses partially, and overwhelmed, he sat down. It was clearly a case of mistaken identity.—*Binghamton Republican*.

SLOAN'S D. L. & W. SYSTEM.

ELI PERKINS LETS OUT SOME INTERESTING FACTS ABOUT IT.

"The Hon. Samuel Sloan, said a Wall street man, "has built up an enormous railroad system. It is ballasted in the mountains of anthracite coal at Scranton. Take every passenger off the road and the system would thrive while other roads would starve."

"Then nothing could disturb its value?" I asked.

"Nothing, as long as the world remains cold enough to need coal. It is ballasted, I say, in solid anthracite."

"But its passenger system, too is splendid?" I remarked.

"Of course. Mr. Sloan can't do anything half way. He runs his splendid Pullman trains from New York straight to Buffalo, Utica, Syracuse, Binghamton and Oswego! He touches every great point except Albany in this State. And then the anthracite! Why, this road pours millions of tons of hard coal into these points. It pays no tribute to any other road in the State. It borrows no coal cars and lends none. Its own coal cars are loaded in its own mines and run through to Buffalo, Oswego, Syracuse, Binghamton, Utica and Northumberland, and is unloaded from its own tracks."

Never were truer remarks made about a great system. The whole system is a unit. It has no sick branches that does not pay. Its cars go loaded at all times. Other roads wait for the corn harvest or till the wheat is threshed, and have a blockade and then—starvation. The D. L. & W. always has its endless mountains of anthracite waiting to be carried and ready to be received. Then its passenger trains are the solidest and hand-

somest that go into Buffalo. If you want to go to Richfield Springs or Delaware Water Gap, a handsome Pullman will take you there.

Talking about kindness to the people who live along it, an old farmer said to me one day:

Why, sir, I never heard of your road having any litigation. If damage is done Mr. Sloan pays for it. I tell you," and the farmer drew himself up proudly, "I say our road is the best in the world. We all take an interest in it. There isn't a farmer around who wouldn't go ten miles to save this road from having an accident. By the way, did I tell you what my wife said?"

"No, what was it?" I asked.

"Well, she went out west. She was among strangers for months. She longed to see something from home. One day she said she saw a D., L. & W. freight car. 'I know it has come through our farm in New York,' she said. Then the neighbors told me she went up and patted it with her hand as a man pats a horse that he loves. 'O, you dear old D., L. & W.,' she said. And she was right, for we all set our watches by this road. Who ever heard of a D., L. & W. train being blocked with snow? Who ever heard of her coming into the station behind time?"

The Delaware, Lackawanna and Western road to Buffalo is forty-one miles shorter than the Erie or New York Central. If any other road had that advantage over its rivals it would have internal earthquakes and its passenger agents would use shiploads of papers to give the information to the world. As it is W. F. Holwell is so modest that the great system don't even get a map in the guide book. For a quick, clean, punctual run to Buffalo, Syracuse, Oswego, Utica or Binghamton, I'm not going to tell what road I take, for I want to enjoy it myself, and laugh at the fools who are too late finding out a perfect road.—*Eli Perkins in the Chicago Tribune.*

GREAT PRESENCE OF MIND.

DANA AS A LIFE PRESERVER.

D. L. Krum is one of the oldest and best known conductors on the New York, Lake Erie & Western Railway, and has many friends in New Jersey. He, with Silas Mattiesson, deputy sheriff of Chautauqua county, N. Y., were standing on the shore of Lake Erie in Dunkirk Bay the other day, when they saw a cat-boat turn turtle about one mile from shore. Conductor Patterson was rowing near shore in a small boat at the time, and they fearlessly instructed him to row out and save the lives of two young men who were clinging to the hull. This Mr. Patterson did, and when the survivors were landed Messrs. Krum and Mattiesson congratulated each other on having saved human life. Just why they did not go out themselves does not appear, but it is said that they are going to apply for a life-saving medal, while Conductor Patterson is steadily being convinced by the would-be heroes that were it not for their foresight the two young men would have perished.—*Ex.*

A terrible collision on the Nickel Plate, resulting in the loss of several lives, occurred lately through the negligence of some one. It is impossible to tell from information at hand who is responsible, and the coroner's jury disagree. We shall endeavor to obtain full information and make some comments in our next issue.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

XCV.

Conductor and Passenger—Right to a Seat—Ticket—Refusal to Surrender—Expulsion.

—In this case the plaintiff bought a ticket from W. to B. on the defendant's road. The cars were crowded. He refused to surrender his ticket till provided with a seat, and was ordered to leave the train at the next station by the conductor. At this point, however, he obtains a seat, and subsequently tenders to the conductor his fare from thence to B., his destination, but refused to pay fare for the road gone over, or to give up his ticket. Thereupon the conductor rejected the amount tendered, and not receiving the ticket, ejected him from the train.

Held, That a passenger on a railroad train, who exhibits his ticket and demands a seat, need not surrender a ticket till the seat is furnished.

Held, That under the contract in this case, plaintiff would not be entitled to ride from the station where he obtained a seat to his destination without surrendering his ticket, or tendering his full fare from W. to B. and cannot maintain his action; although the case might be different, where plaintiff set up a new contract entered into at the station where he obtained his seat and based his action thereupon.

Davis v. K. C. & St. J. & C. B. Ry. Co. Mo. S. C.

NOTE.—As to what constitutes a contract of carriage known as first-class is not easily defined under so many circumstances as usually attend railway service. It must be an *extreme* case which will excuse or justify a railroad company in absolutely refusing to carry a passenger. (See 2 Redf. Railway 4 Ed. 257).

A person who is not furnished with a seat, is not obliged to pay fare, and if he is expelled from the cars for refusing such payment, may sustain an action against the company. (2 Redf. Railway, 4 Ed. 257).

Neither is a railroad company justifiable in ejecting and turning passengers out of a train at any other place on its route than a usual stopping place or near a dwelling house. 18 Ill. 460. Therefore, if a passenger would claim damages for not being carried according to his contract, which is implied by the ticket, he should leave the train at the first suitable opportunity.

XCVI.

Ladies' Car—Reasonable Rule—Right of Male Passenger.—In this case plaintiff was a passenger on defendant's train, to which a ladies' car was attached, and in company with other male passengers was left by the conductor of the train without a seat, there being no unoccupied seats except in the ladies' car and in the smoking car where he was not bound to remain, and after having remained standing for some time without any attention from the conductor or officers of the train, made his way to the ladies' car for a seat, the door being locked, but was soon unlocked by a brakeman when he entered, but was forcibly driven upon the platform of the moving train.

The judgment below was favorable to the company and plaintiff appealed.

Held, 1. That in the absence of any special excuse for the neglect of the officers of the train to secure him a seat, they were guilty of a breach of duty to such passenger.

2. That if the passenger entered the ladies' car peaceably and unforbidden this must be regarded as equivalent to a license to him to enter such car.

3. That if the passenger was thus rightfully in the ladies' car, no officer of the train could rightfully remove him by force, at least without offering him a seat elsewhere; and in no case to violently throw a passenger upon the platform of a moving train.

4. That it is an eminently proper and reasonable regulation for a railway company to set apart a car on each passenger train summarily for the use of ladies, and men traveling with them; but if there be no sitting room in the regular passenger cars for passengers excluded by such regulation from the ladies' car, they cannot be left standing without breach of the contract of carriage.

5. That in such case, however, the selection of the person to be admitted into the ladies' car shall still rest in the discretion of the conductor; and it is not consistent with the general comfort, convenience and safety of the passengers, for one to assert his right without license or excuse, and by force to make his way into a car from which he is excluded by the regulation.

Judgment reversed, and a new trial ordered.

Bass v. The Chic. & Northwestern Ry. Co Wis. S. C. Roer 969.

NOTE.—As will be seen by the above a railway company may set apart a part of their cars for the use of ladies, and gentlemen accompanied by ladies. Such a regulation is a reasonable one, and the power of the company to adopt it is an unquestionable one. But it may not "capriciously discriminate between passengers on account of their nativity, color, race, social position, or their political or religious beliefs." To exclude a woman from a car so set apart for ladies and accompanying gentlemen, merely on account of her color is actionable; and if wantonly done, the party excluded may in addition to actual damages, recover *smart* money for the indignity, vexation and disgrace to which the party has been subjected.

XCVII.

Train Service—Passenger—Change of Cars—Personal Injury.—The plaintiff in this action was in a strange place in the night time, and upon her inquiry as a passenger as the train neared Rochester, the conductor informed her that she must change cars at the first place at which the train would stop; that "Rochester" would be called, and she must take the second right-hand train. Soon thereafter the brakeman called "Rochester, change cars." The train was then either stopped or slowed down, so that to her, in the inside of the car, it appeared to have stopped. Plaintiff arose and moved down the aisle toward the exit, when by a sudden jerk or start of the car she was precipitated and received personal injuries. The lower court gave judgment, and the company appealed.

Held, That a passenger in a railway car, who, in obedience to a trainman's call to "change cars," and after the car, on arriving at a station, has so nearly stopped that it appears to persons of ordinary intelligence and observation to have fully stopped, rises and walks toward the exit, but is thrown down and injured by a sudden jerk of the car, is not chargeable with contributive negligence, and may recover damages from the railroad company for injuries received.

Judgment affirmed.

Amelia Bartholomew v. New York Cent. Ry. Co., N. Y. C't. of Apps., June, 1886.

XCVIII.

Train Service—Overshooting Platform—Calling Stations—Sudden Jerk—Injury.—Action by plaintiff who was a passenger on defendant's road; she had a ticket for W., a station with which she was not familiar, but knew it was the next station to C. and about three-fourths of a mile therefrom. The night was dark, and there was no depot at W. or station light, or anything to indicate the stopping place to a person not familiar with it. She knew that the train had passed C., and soon thereafter the brakeman announced Station W. Several passengers arose to leave; plaintiff then arose from her seat, walked out upon the platform; the train stopped, she then stepped down one step, and was in the act of stepping to the second, when the train, with a violent jerk, started back, throwing her down and off, and she was injured.

Held, That, in the exercise of reasonable care and prudence, defendant should have given notice to passengers desiring to alight at the station that the train had overshot the platform, and would back up, and that the plaintiff was justified under the circumstances

in supposing she had reached her destination, and attempting to leave the car was not contributory negligence on her part.

Judgment in favor of plaintiff. Affirmed.

Taber v. the D. L. & Western Ry. Co., N. Y. S. C.

NOTE.—The duty imposed by law upon the carrier of passengers is to carry safely, so far as human skill and foresight can go, the persons it undertakes to carry. The highest degree of carefulness and diligence is exacted. See Carroll v. Ry. Co., 58 N. Y. 133.

When a train overshoots a platform, the calling out of the name of the station, without cautioning the passengers not to alight at that place, is negligence. Weller v. Ry. Co., 9 C. P. (Eng.) 126.

Bringing a train to a platform, but at an improper distance therefrom, and under circumstances which warrant the passenger in believing that it is intended that he shall get out, no warning being given that the car was not close to the platform, or that care would be necessary in alighting, is negligence for which an action may be maintained. See Cockle v. Ry. Co., C. P. 321; Armstrong v. Ry. Co., 53 N. Y. 623.

Whether it is negligence for a person to step from a train when it is in motion is a question of mixed law and fact, dependent upon many considerations. It is for the jury to say whether danger is so apparent as to make it the duty of the passenger to desist from the attempt.

XCIX.

Carrier of Passengers—Depot Platforms—Conductors—Negligence—Looking Out for Passengers—Getting Aboard, etc.—This is an appeal from a judgment in favor of plaintiff for personal injury. The accident which occasioned the injury happened as she was getting upon a passenger train, which started before she was securely on board, and she fell upon a heap of iron near the track and was thereby seriously hurt.

Held, That where a railroad company has a platform and other facilities for entering and leaving the cars with safety on the depot side of their track, the failure to have the opposite side likewise prepared as a place for entering and leaving the cars cannot be regarded as negligence.

Held, That a passenger cannot be supposed to be ignorant of the necessity and use of platforms, and when a platform is in plain sight for their use they cannot complain that they are not accommodated, and should conform to the reasonable business arrangements of the railroad.

Held, That the duties of conductors of night trains, when stopping or starting, in looking out for the safety of passengers entering and leaving the cars are not required to be on the lookout for passengers to get aboard from both sides of the train, and are not at fault for not discovering a passenger attempting to get on from the wrong side.

Held, That the plaintiff who arrived at the depot in ample time to go upon the platform, but choosing the opposite side of the track, and attempted to get aboard from that side after dark and is thrown off was not free from contributory negligence, and should not recover.

Judgment reversed.

Mich. Cent. Ry. Co. v. Coleman, Mich. S. C.

C.

Action Against Conductor—Extra Fare—Irregularity—Concealment of.—Action against conductor for money had and received. The rules made by the directors of the plaintiff company required the conductors to collect of passengers paying in the cars ten cents more than the regular fare. The defendant conductor, in certain instances, received of such passengers the regular fare without the ten cents extra. In order to conceal this irregularity from the company, he did not return the fares so received on his way-bills, filed from day to day, and pay over the same to the ticket master, which he knew he was required to do. With the money so taken he bought tickets at the ticket office, and after punching them so as to show that they had been used, returned them to the ticket master with the tickets taken up in the regular course of business, and in this way the money all came into the possession of the company. This was done with the knowledge and consent of the superintendent, but with the understanding and agree-

ment between him and the conductor that the whole transaction should be concealed from the company and its directors, and it was so concealed.

Held, That this did not constitute a payment by the conductor to the railroad of the fares taken in the cars, and that the railroad could recover these fares of the conductor in assumpsit for money had and received.

Concord Ry. Co. v. Clough, New Hampshire S. C., R. on R. R. P. 708.

NOTE.—Conductors of railroad companies who fail to return an account of, and pay over, fares received, may be proceeded against by the company in a civil action for money had and received.

[This seems to us to be a peculiar decision, and we do not believe the finding of the New Hampshire Supreme Court will be followed in other States should any similar cases arise. It may be in accord with law, but if so we are of the opinion expressed by the granger that "law may be ekity, but ekity ain't justis by a d—d sight." It is a peculiar case, and we would be glad to learn the particular incidents leading to it, and will be under obligations to any one of our New England readers that will inform us.—ED.]

CI.

Companies' Duty—Conductor's Powers—Mob—Injury to Passenger—Requirements of Conductor.—This was an action by plaintiff for injury to her whilst riding on defendant's train. She alleged negligence upon the part of the conductor and other officers of the train in voluntarily permitting a mob of drunken men to get aboard the train where a continuous fight occurred through which misdemeanor a drunken man was thrown upon her and broke her arm. The evidence showed that at Station B a large crowd of boisterous drunken men forced themselves into the ladies' car; soon after a fight occurred and continued without interruption, and during such fight some one was thrown upon the plaintiff with such violence as to break her arm. The evidence was conflicting as to the efforts made by the conductor to quell the fight, and the plaintiff's complaint was not specific as to the manner she received her injury. Judgment was had for plaintiff, and the company brings this appeal.

Held, 1, That it is not more the duty of railroad companies to transport their passengers safely than it is of the passengers to behave in a quiet and orderly manner.

2. There is no such privity between a railway company and a passenger as to make them liable for that passenger's injury to another upon the principle of *respondet superior*.

3. Where a train having stopped at a regular station, a riotous crowd rushed upon the cars in such numbers as to defy the powers of the conductor to resist, a fight occurred in which the plaintiff was injured, the mere fact that the conductor knew that they were improper persons to accept as passengers was immaterial.

4. That it would be improper for the conductor to *voluntarily* admit such persons upon his train.

5. That it is the duty of railroad companies to provide men enough for ordinary demands of transportation, but not to provide a police force adequate for such emergencies; that passengers take the risk of injury from mobs by the way, and cannot throw themselves upon the transporter, but allowing undue numbers to enter a car is a great wrong, and in proper cases would be punished.

6. That a conductor of a train has large powers at his disposal to preserve order in the car and expel disturbers of the peace. His official character is a power. He may stop the train, call to his assistance the fireman and all the brakemen and such passengers as are willing to help. And until he puts forth these forces he has no right to abandon the conflict and suffer passengers to undergo these indignities and dangers.

7. That a conductor falls far short of his duty when he keeps his train in motion, or is busy collecting fare in one car whilst a general fight is raging in another. And that calling on the passengers to throw the fighters out is not enough; he should lead the way, stop the train and expel the rioters, or demonstrate by an earnest experiment that it was impossible to do so.

On account of errors the judgment is reversed, and a new trial granted.

Pittsburgh, Ft. Wayne & C. Ry. Co. v. Hinds. Penn. S. C., May 13.

YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

CONSTITUTION AND RULES OF ORDER OF THE RAILROAD YARDMASTERS' MUTUAL BENEFIT ASSOCIATION OF AMERICA.

ADOPTED JUNE 10, 1886.

ORDER OF BUSINESS.—Calling convention to order. Prayer. Appointing Committee on Credentials. Recess. Report of Committee on Credentials. Annual address of the Presidents. Appointing Committee of five members, to whom all business of a special nature shall be referred. Appointing Committee of five members on the next place of meeting. Reading minutes of last convention. Reports of Committees. Unfinished business. New business. Nomination and election of officers. Naming the place for next annual convention. Conducting the newly elected officers to their stations. Has any member anything to offer for the good of the Order? Adjournment.

CONSTITUTION.

PREAMBLE.—We, the Yardmasters of the railways of America, in order to establish and maintain an association which shall provide for the widows and heirs of our deceased members, or those suffering from total disability as hereafter provided for, do ordain and establish this Constitution and Rules of Order for our mutual benefit.

ARTICLE 1. *Sec. 1.*—This organization shall be known as THE RAILWAY YARDMASTERS' MUTUAL BENEFIT ASSOCIATION OF AMERICA.

Sec. 2.—The headquarters of the Association shall be at the home of the Grand Secretary and Treasurer.

ARTICLE 2. *Sec. 1.*—The annual meeting of the Association shall be held on the second Wednesday of June of each year, the place to be designated by a majority vote of the delegates present at the preceding convention.

Sec. 2.—Twenty members representing twenty divisions shall constitute a quorum for the transaction of business.

ARTICLE 3. *Sec. 1.*—The officers shall be a President, two Vice-Presidents, a Grand Secretary and Treasurer, a Corresponding Secretary, a Sergeant-at-Arms, and an Executive Committee of seven members, all of whom shall be elected by ballot at the annual meeting in each year, except as hereinafter provided; and shall continue in office until their successors are elected and qualified.

Sec. 2.—The offices of this Association, excepting the office of Grand Secretary and Treasurer, must be filled by Yardmasters or Assistant Yardmasters in active service as such.

ARTICLE 4. *Sec. 1.*—The President shall preside at all meetings of the Association, preserve order therein, decide all questions of order subject to an appeal to the convention, enforce all laws and rules of the same, appoint all committees, unless otherwise directed, sign all orders for money drawn on the Treasurer, and perform all other duties appertaining to his office.

Sec. 2.—The First Vice-President shall sit at the right of the President, and aid him in preserving order and in the discharge of his other duties.

Sec. 3.—The Second Vice-President shall sit at the left of the President, and aid the President and Vice President in the performance of their duties.

Sec. 4.—In the absence of the President the First Vice-President shall preside; in the absence of the President and First Vice-President the Second Vice-President shall preside; and in the absence of the President, First and Second Vice-Presidents, the Grand Secretary shall call the convention to order, and a President shall be elected *pro tem*.

Sec. 5.—The Grand Secretary and Treasurer's office shall be filled by one person. He shall receive all money for the Association and pay all bills against the Association upon the order of the President when countersigned by a majority of the Executive Committee; he shall keep a record of all proceedings of the Association, and shall keep a register of all the members in a book provided for that purpose, and shall make a report annually, or oftener if required by a majority of the Executive Committee or President, of all the receipts and expenditures, the number of members, and the condition of the Association. The fiscal year of the Association shall end April 30 in each year; and on May 1 of each year, or as soon after as possible, not to exceed ten days, the Grand Secretary shall issue in circular form a statement of the transactions of the Association, which shall be distributed in such a manner that each member shall receive a copy; and shall perform such other duties as pertain to his office.

Sec. 6.—The Grand Secretary and Treasurer shall be elected by ballot for a term of three years, providing the first term shall commence on June 10, 1886, and the election shall occur on each third year thereafter; and he shall receive a salary of fifteen hundred dollars a year, payable monthly, and shall give bond to the Executive Committee in a sum not less than five thousand dollars, with good and sufficient sureties for the faithful performance of his duties; and shall devote all his time to the duties of the office.

Sec. 7.—The Corresponding Secretary shall assist the President in his correspondence, and shall have charge of all correspondence with our official organ, and perform such other duties as the President may direct.

Sec. 8.—The Sergeant-at-Arms shall have charge of the door, the same to be opened thirty minutes previous to the opening of the session; he shall require all delegates to show their credentials on entering each session. Those who are not delegates must be seated separately from the delegates. He shall assist the President in preserving order, and perform such other duties as he may be directed to perform.

Sec. 9.—There shall be an Executive Committee, to consist of seven members, to whom all claims against the Association shall be referred; and upon the approval of the President and a majority of the Executive Committee, it shall be the duty of the Secretary and Treasurer to pay the same, and not otherwise.

Sec. 10.—It shall be the duty of the President and Executive Committee to examine the accounts of the Association and see that the business of the Association is properly conducted; to decide all points of dispute and questions of doubt which may arise, previous to the annual meeting; fill all vacancies which may occur, either in office or committee. They shall have power at any time to make such assessments on the members as may be necessary to defray the current expenses of the Association.

Sec. 11.—It shall be the duty of the President and the Secretary to arrange for transportation for delegates to and from the annual conventions.

ARTICLE 5. *Sec. 1.*—Any Yardmaster, Assistant, or ex-Yardmaster may become a member of this Association who is a man of good character, not over fifty years of age, and has had experience as Yardmaster or Assistant Yardmaster one year, and who is in the service of a railroad company at the time of making application. Said application for membership shall be on printed form, and be accompanied by medical and other certificates, according to printed forms, which forms shall be in accordance with the direction

of the President and Executive Committee, and furnished by the Secretary on demand, medical fee to be paid by applicant. No application for membership shall be received by the Grand Secretary of this Association, except through the Secretary of a Local Division; said application to be signed by the President and Secretary of the Division.

Sec. 2.—No person can become a member of this Association who holds any position inferior to that of Assistant Yardmaster.

Sec. 3.—Each member of this Association shall be entitled to a certificate of membership under the seal of the Association, which shall be attested by the President and Secretary.

Sec. 4.—Each applicant shall give the full name of beneficiary, in case of disability or death, on making application to the Association, the name of the beneficiary to be stated in the certificate.

Sec. 5.—A member may at any time change the name of the person to whom he may wish the benefit paid at his death, by surrendering the original certificate of membership and forwarding to the Grand Secretary the name to be substituted, together with a fee of fifty cents.

Sec. 6.—Any member of this Association leaving the employ of one railroad company and taking a position with another company, or going into other business than railway service, can remain a member as long as he keeps his dues paid up.

Sec. 7.—Any member who shall hereafter engage in the saloon business or sell intoxicating liquors shall forfeit his membership and shall not receive any benefits from the Association, and his name shall be dropped from the rolls.

Sec. 8.—Any member who shall engage in a strike, or shall encourage others to engage in one, shall be expelled from this Association, and shall be forever debarred from becoming a member again. The Secretary of his Division shall notify all Divisions and place his name on file. If the person so offending is not a member of a Local Division, it will be the duty of any member of the Association who is acquainted with the facts to notify the Grand Secretary, when the above must be complied with.

ARTICLE 6. *Sec. 1.*—In localities where there are five or more members they shall proceed to organize a Division by electing a President and Secretary, and notify the Secretary of the Association, who will acknowledge the same and issue a letter of authority to work, attested by the seal of the Association.

Sec. 2.—They shall have power to frame laws for their own government as long as they do not conflict with the laws and rules of the Association; the same to be approved by the President.

Sec. 3.—Each Local Division shall elect, during the month of April of each year, delegates to represent their Division in the annual meeting of the Association, the election not to exceed one delegate for every twenty members or fraction thereof. Any member of the Association who is not a member of a Local Division may be appointed by the Grand Secretary and approved by the President as a delegate to represent the road he is working for.

Sec. 4.—Local Divisions shall make an annual report to the Grand Secretary, prior to the first day of May of each year, of all members received, deceased, or suspended, with all money received and expended, and a list of delegates elected to represent them at the next convention.

ARTICLE 7. *Sec. 1.*—Upon the death of a member it shall be the duty of the Secretary of the Division of which the deceased was a member to notify the President and Secretary and forward to them the certificate of membership held by the deceased, with certificate of attending physician as to the cause, place, and time of death. In case the deceased is not a member of a Local Division, the certificate of the attending physician must be signed by two members in good standing in the Association.

Sec. 2.—The Grand Secretary shall pay, through the Division Secretary, the pre-

mium of the deceased member to the person named in the certificate of membership, and take his or her receipt for the same. Should such person as named in the certificate not be living at the time such payment is to be made, then the payment will be made to the heirs; if there are no heirs, then said premium shall revert to and become the property of the Association.

Sec. 3.—If the deceased is not a member of a Local Division the Grand Secretary shall pay the premium directly to the person named in the certificate.

Sec. 4.—The Grand Secretary shall, within five days after receiving notice of a death, notify each Division Secretary by letter, requiring the amount of one dollar for every member of the Association, to be paid to their respective Division Secretaries within thirty days from the date of notice. All members who are not members of a Local Division shall receive notice directly from the Grand Secretary, when the above must be complied with.

Sec. 5.—Each Division Secretary shall return to the Grand Secretary of the Association, not later than thirty-five days from the date of such notice, all money paid over to him for such assessment, giving the full names of all members of his Division who have paid, and also designate those who have not paid their assessments.

ARTICLE 8. *Sec. 1.*—Any member losing, by amputation, one hand, foot, arm or leg, or the sight of both eyes, shall be considered as totally disabled. All other cases of disability shall be submitted to the Executive Committee, who shall investigate the case thoroughly, and shall allow or reject the claim, and their decision shall be subject to the approval of the next annual meeting.

Sec. 2.—Any member who is totally disabled shall be considered as a deceased member, and be paid accordingly, upon the surrender of his certificate and the affidavit of two physicians or surgeons stating that after a careful examination the applicant is entitled to the benefit as per Sections 1 and 2 of Article 7. The application must be accompanied by a letter of request from the Division of which the applicant was a member, signed by the President and Secretary of said Division; if not a member of a Division, the affidavit of the physicians or surgeons must be signed by two members of the Association, when said benefit shall be paid as per Section 3 of Article 7.

ARTICLE 9. *Sec. 1.*—A fee of not less than two dollars will be required of every person becoming a member of this Association, the same to be paid to the Secretary of the Division to which he has made application, and forwarded by the Division Secretary to the Secretary of the Association; one dollar to go toward the defraying of the expenses of the Association, and one dollar to be reserved as the first assessment.

Sec. 2.—Whenever a member of this Association shall neglect to pay his assessments within sixty days after notice being issued by the Secretary, he shall not be entitled to any benefits of the Association, and his name shall be dropped from the roll of membership; *Provided*, That any member in good standing wishes to withdraw from the Association, he may do so by paying up all dues and assessments, and surrendering to the Secretary of his Division (who shall remit the same to the Grand Secretary) his certificate of membership; and any member so withdrawing may again become a member by making application under the laws and in the manner governing the admission of new members.

Sec. 3.—The Grand Secretary shall furnish each annual convention a complete list of all the delinquent members, giving the name in full, the number of Division, and the locality of such member, whose name shall be dropped from the list of membership.

Sec. 4.—Any member who has been dropped from membership of the Association for non-payment of his assessments, can be reinstated by paying a fine of ten dollars, together with the membership fee, and complying with Article 5 of Constitution.

Sec. 5.—This Constitution shall not be amended or altered except by a vote of at least two-thirds of all the delegates present at any annual convention; *Provided*, no amend-

ment to the Constitution can be considered at the meeting at which it is offered, but must be referred to a special committee, who will submit their report to the next annual convention, when it will be voted upon.

RULES OF ORDER.

RULE 1. The presiding officer having taken the chair, the officers and members will take their respective stations, and at the sound of the gavel there shall be silence.

2. The business shall be proceeded with as prescribed in the Order of Business.

3. During the reading of the minutes, communications or other papers, and when a member is speaking, no member shall be permitted to enter or retire, and silence shall be observed in the convention.

4. No member will be allowed to retire during the session of the convention, without permission from the presiding officer.

5. No member will be allowed to absent himself from any session of the convention to which he is a delegate, without permission of the President.

6. Any member who shall disturb the harmony of the meeting by improper language or conduct, or who shall refuse obedience to the presiding officer, shall be called to order and admonished of his offense, and if he offends again he shall be excluded from the room.

7. The Secretary shall, as soon as practicable after the opening of the session, prepare a roll of members, and upon the request of any member, made in regular form, a vote upon any question then pending shall be taken by call of the roll, and the record shall be kept in the proceedings of the convention.

8. The presiding officer shall preserve order and pronounce the decision of the convention on all subjects; he shall decide questions of order without debate, subject to an appeal to the convention by a member, when the question before the convention shall be: Shall the decision of the chair stand as the judgment of the convention?—which question shall be taken by the President.

9. Before putting a question the presiding officer shall ask: Is the convention ready for the question? If no member rises to speak, he shall rise and put the question. After he has risen and put the question no member shall be permitted to speak upon it.

10. If two or more members rise to speak at the same time, the presiding officer shall designate which is entitled to the floor.

11. When the presiding officer is putting a question, or a member is addressing the convention, silence shall be observed in the room.

12. A member, when speaking, shall stand and respectfully address the chair, confine himself to the question under debate, and avoid personalities, indecorous or sarcastic language.

13. A member shall not be interrupted while speaking, except to call him to order for words spoken.

14. If a member, while speaking, be called to order, he shall at the request of the chair take his seat until the question of order is determined, when, if permitted, he may proceed.

15. A member shall not speak more than once on the same subject or question until all who wish to speak shall have had an opportunity to do so, nor more than twice without permission from the chair.

16. A member may call for a division of the question when the same will admit of it.

17. A question shall not be subject to debate until it has been seconded and stated by the chair, and it shall be reduced to writing at the request of a member.

18. When the question is before the convention no motion shall be in order except to close for the previous question, to postpone indefinitely, to postpone for a certain time, to divide, to commit or amend, which motions shall severally have precedence in the order herein arranged.

19. On the call of five members the debate shall cease, and a vote be taken on the motion or question under debate.

20. On the call of five members a majority of the convention may demand the previous question, which shall always be in this form: Shall the main question now be put?—and until it is decided shall preclude all amendments and all further debate.

21. A motion to close is not in order until the regular order of business has been called by the presiding officer.

22. A motion to lay on the table shall be decided without debate.

23. When a question has been postponed indefinitely it shall not be acted upon during that or the next succeeding meeting.

24. A motion for reconsideration shall not be received unless it be made at the same session by a member who voted with the majority in the first instance.

25. The member first named on a committee shall act as chairman.

26. A member may excuse himself from serving on a committee if at the time of his appointment he is a member of two other committees; but a member cannot be appointed in his absence without his consent or request.

27. A committee can not be discharged until all debts legally contracted by it shall have been paid.

Cushing's Manual shall govern all cases of order not embodied in the foregoing rules.

TO THE RAILROAD YARDMASTERS OF AMERICA.

GENTLEMEN:—We respectfully wish to call your attention to the benefits to be derived from membership in the Yardmasters' Mutual Benefit Association of America. This Association was organized at Indianapolis, Indiana, Feb. 25, 1875, with a membership of thirty-four. At the present time (September, 1886,) upward of fifteen hundred members are enrolled on its books. This membership consists of Yardmasters, Assistant Yardmasters, or ex-Yardmasters from nearly every State and Territory in the Union, as well as from the Dominion of Canada. At our last annual convention one hundred and fifty-five delegates were present, representing sixty-eight Divisions from twenty-five States, two Territories and the Dominion of Canada. It is a purely beneficial Association, organized for the purpose of providing for the widows and heirs of our deceased members or those suffering from total disability. By associating together at our monthly and annual meetings we become acquainted with each other, exchange ideas, learn each other's ways and consult together for the best interests of our employers. We have, by so doing, earned the good will and respect of all railroad officials throughout the country. Our organization is rapidly increasing in numbers and influence, and we desire to still further extend its influence until it shall embrace within the benevolent, social and fraternal circle of its membership every railroad Yardmaster in America.

We herewith present a brief statement of the numerical and financial growth of the Association during the little more than eleven years which it has been in existence. Starting with thirty-four members, it had, at the expiration of the first two months (when its first fiscal year began), one hundred and twenty-two members. At the end of the eighth fiscal year (April 30, 1883,) we had acquired a membership of seven hundred and three, while at the expiration of the eleventh fiscal year the membership had increased to fourteen hundred and fifty-two, the Association more than doubling its membership within the last three years. Since April 30, 1886, over ninety new members have been added, thus giving us, at the present time, considerable over fifteen hundred members. The first death benefit paid by the Association amounted only to the sum of \$137, raised by a *per capita* assessment of \$1 on one hundred and thirty-seven members. Since that

time the death benefit has been steadily increasing, year by year, until at the annual meeting two years ago the sum to be paid in all cases of death or total disability was fixed at \$1,000. The above sum is liable to be increased at any annual meeting, at the will of a majority of the delegates. During the last fiscal year we have had fifteen deaths and one case of total disability out of a membership of fourteen hundred, for which the sum of \$16,000 was paid out in benefits, at an actual cost of \$12 per member per annum, or an average cost of \$1 per month. At present, an assessment of \$1 per member in case of death or disability leaves a surplus of over \$500, which is credited to the next assessment, two assessments thereby paying three deaths or disability benefits. Since our organization we have had fifty-seven deaths and four cases of total disability, for which the sum of \$37,963 has been paid out in benefits. The actual average cost per month per member since the Association was organized has been fifty-one cents.

We take pleasure in laying the above statistics before the railroad Yardmasters of America, in the hope that those of them who contemplate connecting themselves with any beneficial organization, or taking any risks in life insurance companies, will give them their most favorable consideration. We believe that such can not do better than connect themselves with the Yardmasters' Mutual Benefit Association. As an Association it is sound, is honorably conducted and economically managed, and we feel justified in saying that, under the above showing, it must necessarily commend itself to all those who, subject to the daily risks of our calling, or even the natural insecurity of this life wish to make future provisions for their families on a reasonable basis.

Respectfully yours,
JOSEPH SANGER, *Sec. and Treas.*,
113 South New Jersey St., Indianapolis, Ind.

EDWIN M. CARTER, *President*,
208 Poplar St., Wilmington, Del.

NOTE.—Information relating to the Association can be obtained of any member, or by corresponding with either of the above officers.

MILWAUKEE, Aug. 16, 1886.

E. M. CARTER, Esq.,

Dear Sir and Brother:—On the 10th inst. this Division, No. 19, gave a Summer Night festival and ball at the Soldier's National Home, situated about three miles west of this city. The C. M. & St. P. R. R. Co. donated all the transportation required. We had eight coaches full of the very best people of the city. Dancing commenced at 8:15 A. M. in the Home pavilion, which is open and is a most delightful place for dancing. Those of our guests who did not wish to dance enjoyed themselves boating on the artificial lakes, swinging, and not a few passed several hours chatting with some of the old veterans, of whom there are nine hundred in this Home and they are well taken care of. Our guests were all delighted and we were congratulated on all sides for arranging such a nice programme; but not only was it a success socially it was also a success financially from the proceeds we have in the treasury, \$334.90 after paying all expenses, which will help us to pay our assessments. A social event of such marked success places us under many obligations to our friends for assisting us, also the Home band who furnished delightful music and to Mr. Price, the caterer of the Home, who provided the refreshments. We returned home at 12:30 A. M. by special train, all well pleased; especially the ladies, many of whom asked me when we were going to have another festival. I hope everything is well with you; you doubtless feel concerned for the welfare of the association. It seems to me we are going to have a prosperous year; as our association becomes known it is more and more appreciated. Officials and every one whose good opinion is worth having, speak of it very highly. With best wishes for you and yours, I remain,

Yours respectfully,

H. S. TEALL,
Div. Sec'y and Treas.

OFFICE OF YARDMASTER, DENVER, COL., Sept. 6, 1886.

W. BAIRD, ESQ., CORRESPONDING SECRETARY Y. M. M. B. A.:

Dear Sir:—In looking over the Yardmasters' Department of the MONTHLY I was very much surprised to find only three items relating to Yardmasters. What makes the surprise more complete is, after meeting so many talented men at our last convention who can compare most favorably with any other organization in that respect. As our worthy member C. S. Wheaton said at the convention, the space was there but the items were not. Surely there is enough news in this country to fill a journal as large as the MONTHLY with news relating to Yardmasters. The Association in the far West is moving along smoothly. I have sent out several applications which we may expect to hear from soon. Division No. 8 of Denver, has adopted a local Constitution and By-Laws, which they were very much in need of. To-day we were apprised of the coming of Geo. J. Johnston, of La Crosse, Wis., who is going to give Denver and Colorado a brief visit, accompanied by his estimable wife. Week before last we were agreeably surprised to meet John H. Martin of Chicago, Trainmaster of the Union Stock Yards and Transit Co. of that city, also one of the best members of our Association. He left for home well pleased at the courtesies shown him in and around Denver. In my last I promised to give you a partial list of the Denver Yardmasters, most of whom are favorably known throughout the country. First comes Sam Stewart, the General Yard Dispatcher of the Union Pacific, assisted by J. J. Bresnahan as day Yardmaster and J. W. Ryan as night Yardmaster, with Fred Smith in charge of the D. S. & P. yard, J. J. Brady the General Yardmaster of the B. M. Ry, who, if he keeps on, will need the assistance of a hand car to transport him from one part of the yard to another; still John is able to play base ball, provided he can get some one to run bases; next we have Geo. H. Davis, General Yardmaster of the D. & R. G., with Sam Champlin as night Yardmaster; then comes our genial President of Division No. 8, Harry Buckhorn, who is Yardmaster of the Boston & Colorado Smelting Co. Although Harry is away out in the suburbs of the city, still on meeting nights he can be found filling his chair and handling the gavel to the satisfaction of all concerned. The rest of our Yardmasters are scattered throughout Colorado, or else are running trains on the different railroads entering Denver. Hoping that our department of the MONTHLY will show up better in the future than what it has in the past, I remain,

Respectfully yours,

J. J. BRESNAHAN.

A LONE HAND.

John G. Saxe, according to the *Albany Journal*, once found himself traveling on a railroad over which—strange to say, for he was phenomenally endowed in that respect—he had no pass. But when the conductor came along the genial poet, taking from his pocket five other passes and holding them like playing cards, inquired: "Conductor, do you play euchre?" "Yes; sometimes." "Well, if you had a hand like this"—showing the five passes—"what would you do?" "Pass!" said the guardian of the company's interests; and he passed.—*Ex.*

MENTIONS.

- We regret to learn of the total loss by fire, of all the property of Yoseite Div. 66.
- Brother Bicker, formerly with the D. & R. G., is a passenger conductor between Billings and Glendin.
- Bro. C. T. Sparkes, Oneonta, N. Y., wishes to learn the address of Bro. Elmer Marel, of Div. No. 154.
- Bro. H. Cellyham and wife of Keokuk, stopped at the sanctum a few moments on their way to St Louis.
- The Comet Medicine Company have arranged to send their remedies by mail hereafter. Note the reduced prices.
- Brother E. A. Welch of this city, is the happy possessor of a "bran new" son who tips the beam at $8\frac{3}{4}$ pounds.
- All Northern Pacific passenger trains are equipped with the Automatic Bell cord and whistle, in fact all the latest improvements.
- It is rumored that a popular Northwestern conductor who resides at Oak Park, Ill will soon assume the responsibilities of a benedict.
- We are advised incidentally of the death by drowning in Wyoming, of the brother of J. W. Metcalf of Div. 124. No particulars are given.
- We are glad to be able to say that Bro. B. G. Gordon, conductor on the I. D. & S. Ry., is able to be out again after being sick for some time.
- Mr. C. N. Wilson of the *Railway Lantern*, formerly with the *Sentinel* and later of the *Railway Reporter*, Indianapolis, made a pleasant call lately.
- If the bomb thrower Schnaabelt is captured in the City of Mexico, as now seems probable, it will be due to information given by Bro. F. H. Shaffer.
- We regret to learn that Bro. King, the able and efficient secretary of Div. 150 has been on the "sick list." He is now on "deck" and in his usual good health.
- We publish this month the constitution of the Y. M. M. B. A., which was adopted at their last convention and have a few extra copies that can be obtained by those wishing them.
- The *Railroad Gazette* for June, July and August contains a very full and complete record of the brake test at Burlington, and we advise all our readers who are interested in train service to read it.
- At the last meeting of Division 103 a "relief committee" was appointed to attend to all matters under that head. This is a move in the right direction, and worthy of imitation by other Divisions.
- We received a pleasant call from F. H. Halbert and wife who are visiting friends in this section. Bro. Halbert is a member of City of Mexico Div. 159, and a conductor on the Mexican National Railway.
- Among those who attended the Conclave was Bro. Wm. Kilpatrick, who is a member of the drill corps of St. Bernard Commandery of this city, one of the most proficient in drill of any in the United States.
- The Secretary of Div. 36 wishes the address of Bros. Frank A. Ressor and L. H. Weed, and the secretary of 124 wishes the address of Bros. J. W. Shields, Chas. Abbott, F. L. Rork, D. T. Jeffers and C. D. Heartt.

—We are pleased to note the promotion of two worthy brothers, Bro. H. H. Hoyer of Div. 177 to be lost car agent of the Penna. Co., and Bro. A. Holdridge to be I. Superintendent of the Woodruff Sleeping Car Co. for the Long Island Ry. Division.

—We have received the *Railroader* for September, the first issue under its new ownership. It is now published in Washington and New York and shows much improvement. We wish it success. For samples, terms, etc., address *The Railroader*, Washington, D. C.

—The *Railway Reporter* of Indianapolis, after a brief existence has been consolidated with the *Lantern* of the same place, and will hereafter be issued under the latter title in an enlarged form by the Railway Lantern Publishing Co. Send your name and address and receive a sample copy.

—Brother S. P. Monley of Div. 53 who has been trying life on the rail in Panama for some time past, returned not long ago bringing with him a bad case of yellow fever and in consequence was for some time confined in the hospital in New York. We are glad to be able to report his recovery. He is now visiting friends in Des Moines, Iowa.

—Brother Somerville, of Division No. 191, is running a passenger train between Billings and Helena, Mont. He was connected with the Central Vermont Railroad for over twenty years and came West for his health. The Brothers of No. 24 will remember him well. His associates on the road are brothers Lonsby and C. M. Bair.

—Wm. R. Leflet, late of the *Toledo Railroader*, has sold that paper to Eastern parties and will publish a weekly paper under the title of *The Railway Service Gazette*, an advance copy of which we have received. We think Mr. Leflet might have selected a title without copying that of a defunct publication, but hope that the new *Railway Service Gazette* will not follow in the path of its predecessor.

—The many friends of Bro. L. B. Southwick of Div. No. 2, will learn with sincere regret of the sad accident that befel his son George, the 1st of September. George is a young man 18 years of age and was employed as car sealer by the West Shore Ry., and in attempting to make a coupling to assist the switchmen, had his left arm so badly crushed that amputation was necessary. He was doing nicely at last accounts and we hope soon to hear of his recovery.

—One by one the boys leave the ranks and engage in occupations that even if not so remunerative are much more comfortable than being "captain of the cars" and we sincerely hope that each and every one of them will make more money than they can count. The latest to report a change of base are Brothers C. H. Harvey of Div. 95, who in company with Bro. J. J. Belknap of the same division, has opened a flour, feed and produce store in McCook, Neb., and also in Yuma, Col.; and I. A. S. Curtiss of Div. 55, and late of the Chicago & Alton, who has become a member of the Brown's Bustle Co., of Kansas City and is now devoting his energies to the task of persuading the fair sex that "Brown's is the best" and we advise our lady readers to investigate.

—Among the various accidents of the past month, we note that a Carr has left the track of the St. Paul road. Ed B., one of the oldest conductors on the Racine & Southwestern division, secretary of Savanna Div. No. 78 and formerly a member of old Freeport Div. No. 25 has become a member of the United States Insole Co., of which he is now president, and has left the railway service to devote his energies to benefiting mankind [and incidentally himself] by inducing them to use the appliances made by his company, and certainly the terms are liberal enough so that all who are afflicted can afford to give them a trial. They offer ten days' trial free. Ed can be found at 228 La Salle street in this city where he will be glad to have his friends call whether they are in need of his aid or not.

In Memoriam.

"MEN DROP SO FAST, 'ERE LIFE'S MID-STAGE WE TREAD,
FEW KNOW SO MANY FRIENDS ALIVE, AS DEAD."

Capehart.—Bro. Quinton Capehart of Lookout Division No. 148, was killed at Bridgeport, Ala., August 21, by being knocked down and run over by his train while switching.

Death has again invaded the ranks of Division 148. Bro. Quinton Capehart was run over by his train and killed at Bridgeport, Ala., on August 21. He was in his 54th year. He commenced railroading in 1849, and had run a train almost continuously for thirty years. He was an exemplary Christian gentleman, beloved by all who knew him. This was attested by the procession to the cemetery on the day of his burial. He had an insurance on his life in the O. R. C. and Y. M. M. B. A. R. B. S.

Gibbs.—Died Sunday, September 5, of typhoid fever, Bro. Frank Gibbs, a worthy member of Moses Taylor Division No. 168.

Hughes.—Died at Trinity, Texas, August 15, Clara M., wife of James R. Hughes, aged 22 years.

Death has again made a home desolate by removing on the evening of August 13, Clara, the wife of Bro. Hughes, by that dread disease, consumption. But death had no terror for her; she was reconciled to her fate, and passed into the arms of Jesus as if it was but a peaceful sleep. She had been longing to hear the summons—

"It is finished, come up higher,
To a home prepared for you."

She had been talking much of late with her friends of that home beyond the skies, which she should soon go to see.

Bro. Hughes, we know you have met with a loss which no earthly friend can fill. Home will be desolate; no loving face will now be at the door to greet you when you return from your run morn or eve. But cheer up, she has gone but a few days in advance, and be ready when the summons comes for you, so you can say "Tis well," and go to meet your "Clara" gone before.

Bro. Hughes took a trip North about three months ago in company with his wife, in hopes the change of climate might do her good, but all to no purpose. She soon saw she was beyond all human aid, and wished to return home where she could spend the few remaining days she had upon this earth, with her family and friends. Bro. Hughes returned with her about six weeks ago, since which time loving hands, both of relatives and friends, have done all they could to soothe her pain, and make the few remaining days as comfortable as possible.

Bro. Hughes wishes to extend his heartfelt thanks to his relatives and friends who has been so kind to him during his sad affliction, and particularly his wife's sister, Mrs. Hall, who has watched by her bedside during her entire sickness; and Bro. Campbell and wife from Columbus, who were with them during the last few days of her sickness, and accompanied the family and friends to Texarcana, their former home, where they laid her to rest.

Then why lament departed friends,
Or shrink at death's alarms,
Death's but the servant Jesus sends
To call us to His arms.

H. C.

MacFarland.—Died at Atlanta, Ga., Saturday, August 28, Bro. R. H. MacFarland, a worthy member of Montgomery Division No. 98.

McPherson.—Another year has not passed by, and God in his wisdom has again visited our Division and taken from us a brother whom to know was to love. I speak of Bro. McPherson. There are sitting in this room to-day brothers who were acquainted with the deceased as well as myself; can any of you think of an act of his that was not gentlemanly, kind and good-hearted? He loved at his home, respected abroad. Such was he whom we have lost, and in his memory we sorrowfully drape our hall in mourning, so that as we assemble in brotherly council, it will remind us of his virtues, and be a warning to us all, that we too must soon follow the beaten path which our beloved brother has just entered, leaving us to hope that God who has ordered him upon his last trip, will safely take him to his destination.

Brothers, Bro. McPherson was not faultless, yet his faults were so few they were almost obscured by his many virtues. A loving husband, a kind and generous father, a reliable friend. His death has again revealed the noble object of our beloved Order. His wife and children will be cared for by his timely thought in taking advantage of our insurance. Oh, that all the brothers would do likewise. What a relief it must be, while helpless on the bed of sickness, to know if the worst should come our beloved ones would be cared for.

In conclusion I cannot help but say a few words for the wife of our beloved brother, now upon a sick bed exhausted by her heroic work in nursing her husband day and night for several months, never tiring, never giving up, although herself delicate, until death relieved him of his pains; then her grief was such she could stand no longer. As she told me herself she never felt tired, and wouldn't now if her husband had only been spared; she could work on unceasingly while hope lasted, but death was too much and the noble woman was prostrated. Brothers, we should feel proud of such a woman, and see that she will never want a friend. She is deserving of our friendship. And now for some time at least, it belongs to us to look after her and try to buoy up her spirits so that she may become reconciled to her great loss.

Young flowers and an evergreen tree
May spring from the spot where he rests,
But no cypress or yew, let us see,
For why should we mourn for the blest.

A. H. M.

Stewart.—Died August 23, at Zumbrota, Minn., Bro. Eugene C. Stewart, a worthy member of Division No. 90. We regret that space will not permit us to give a synopsis of the remarks of Rev. W. C. Rice at the funeral. The death of Bro. Stewart is deplored by all who knew him. Appropriate action was taken by his Division.

Sohlinger.—Died September 10, John N. Sohlinger, father of Bro. M. Sohlinger, of Alliance Division No. 177, who has the sympathy of all its members as well as of many other friends.

Simmons.—Died August 26, 1886, Harry J., the infant son of Hiram and — Simmons.

The little rosy-cheeked, sparkling eyed baby boy that filled the home of Bro. Simmons with gladness and music, faded and died like some beautiful plant that had been stricken by a ruthless hand, and now the song bird has ceased its carol, the sunshine has faded, and gloom and sadness have settled in the home heretofore so bright and happy.

The baby is dead. Sad, sad words! But who among us has not stood over the crib where at some time our darling has suffered, and clung to it as it to hold it from slipping from our grasp into some terrible gulf that seemed yawning to receive it.

Oh, how the heart aches and how we suffer, and watch and wait and long. Hope sinks and then springs up anew as we see, or think we see a chance for life yet, in the wan smile, or a brighter sparkle in the dear eyes. It recognizes our voices, the trembling eyelids open, it smiles oh, so faintly, then the sweet eyelids drop, and it sleeps again, a little restless, and our watch continues.

Suddenly its little hands are stretched out, a shudder passes over it, and then—it sleeps again. Yes, its sleep is now still and quiet; the eyelids have ceased to tremble, the little hands are unclasped, and it looks paler, and then with a great pulse of agony, we realize that our baby is gone! Grief asserts her sway, and the sorrow in our hearts for the moment rules supreme. The doctor's call is answered by our tears. The baby is dead. We realize it fully now. Kind words have brought us back to the terrible reality. Hope and fear have left our hearts, and sorrow, sorrow only settles there. Baby is dead! Dear little darling, it will need our care no longer. We must lay it away beneath the flowers, but we will ever hold it in loving remembrance. We would not call it back now if we could. This is a cold and cruel world at best, and bright and beautiful on the other shore baby darling will wait our coming, free from all the vices and temptations of this wicked earth. Yes, the baby is dead! But it is our baby still, and we will always have a baby now, and when we cross over the river that flows between this life and the golden shore of Eternity, we will find our baby there, sweeter and more beautiful far than when with broken hearts and scalding tears we bade it the long and farewell.

The song-bird has ceased her bright carol,
The gold of the sunshine is gone;
The flowers are all withered and faded,
The parents sit stricken and lone.

But beyond the bright gates of the morning,
Where shineth Eternity's light;
Where never was heard sigh or mourning,
And never falls darkness of night.

The light of their home has departed,
Their baby-boy darling is dead;
They have buried their love with their baby,
And all of earth's gladness has fled.

Oh, there they will clasp to their bosoms,
The loved one they lost here to-day;
And while they are traveling life's journey
Their darling waits "over the way."

Brother Simmons is one of the oldest members, as well as one of the hardest workers of Peoria Division No. 79, and has the sympathy of all its members. J. M. T.

Titsworth.—Died at Denver, Colo., August 28, after a short illness, Bro. W. H. Titsworth, a worthy member of Emporia Division No. 11. The funeral took place from the family residence at Martinsville, Kan., and was conducted by the A. O. U. W., of which organization Bro. Titsworth was a member. Resolutions of regret and sympathy were adopted by the Division.

Wilcox.—Died at Las Vegas, N. M., September 9, of a cancer, Bro. E. H. Wilcox of Montezuma Division No. 70. Bro. Wilcox has suffered for a long time, and death comes as a relief to him from physical pain. His bereaved family have the sympathy of all.

CHICAGO, ILL, Feb. 11, 1886.

MESSRS. GILES, BROS. & Co.,
Chicago, Ill.

Gentlemen:—

Your Anti-Magnetic Shield for Watches cannot be over estimated. It is now very near eight months that I have worn my watch, and to-day it is, without ever correcting time, about one minute slow. Considering the fact that I am every day near Dynamo Electric Machines in our regular business, the test could not be harder. I could never have believed that the protection was so complete.

In this age of Electricity not only electricians, but every one who needs correct time, should have the Anti-Magnetic Shield. A good deal of practical utility as well as pleasure can be derived from a good time-keeper. At present I look upon a watch without a Shield as a thing incomplete, and so it is.

Respectfully,

CHAS. J. VAN DEPOELE,
Electrician V D. P. E. M. Co.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.
Assistant Grand Chief Conductor.—EDMUND COMAN, 905 W. 13th St., Kansas City, Mo.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.
Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, 916 Western Ave., Minneapolis, Minn.
Grand Inside Sentinel.—CHAS. W. EVARTS, Box 200, Meadville, Pa.
Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE.

JO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.
 HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.
 ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.
 WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.
 W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:30 a. m., and 2d and 4th Mondays at 14:00, at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stendt's hall, over 198 E. Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2336 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 13:00, in Ghio hall, corner 9th and Pine Sts.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Retallick, 167 S. Jefferson st. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 154 Travis st.; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 15:00, Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., C. F. Skidmore, lock box 451. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa.; Sec., M. E. Schoonover, Dunmore, Pa. Meets 2d and 4th Sundays in each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martin, box 251; Sec., W. H. Ingram, box 205. Meets every Sunday at 2 p. m., city time, Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R. y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcy st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 1st and 3d Sunday in each month, Odd Fellows hall, cor. Queen and Cameron sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., C. A. Starbfield, box 244; Sec., Geo. M. Loughbridge, lock box 1326. Meets 1st and 3d Sundays of each month at 2 p. m., in K. of P. hall, No. — Pine street, Creston, Iowa.
- Mason City Div. No. 22, Sanborn, Ia.** C. C., S. W. Derrick, Mason City, Ia.; Sec., H. L. George, lock box 278. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, W. tertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon, Carthage, N. Y. Meets 1st and 3d Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, box 326, Cameron, Mo. Meets 2d and 3d Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., A. Chapman, Sec., W. C. Wright, box 634. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C. B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., L. German, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter, 505 West Locust st.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets 2d Sunday in each month at 10:00, and 4th Sunday at 14:00, in A. O. U. W. hall, cor. K. 6th and Locust streets.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilbov, 179 Genesee st.; Sec., R. L. Willard, box 2455, residence 194 University ave. Meets 1st Mondav and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanhfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowel, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 384 Cass st.; Sec., A. L. Vannanman, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkin, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Sundays at 14:00, in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garretson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Aggar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohli, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, Haswell House, Albany, N. Y. Meet 1st and 3d Mondays at 8:00 p. m., Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 248 S. Rusk st.; Sec., J. W. Housel, box 248. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., C. S. Weston, 316 W. 5th st. Meets 1st and 3d Sundays in each month, 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, box 313, Portage, Wis.; Sec., Geo. J. Johnson, box 282. Meets every Sunday in each month at 2:30 p. m., Koop's hall.
- Leftett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 14th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

- Henwood Div. No. 74, Decatur, Ill.** C. C., F. Stearns, 1053 E. Eldorado st.; Sec. and Treas., Chas. A. Hall, 712 N. Main st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Hefferman, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Geo. T. Galloway, acting. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Carr, 228 LaSalle st., Chicago, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., J. S. Hardy; Sec., J. P. Whitney, Newport, Vt.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., Win. H. Shroyer, Box 311. Meets 2d and 4th Sundays in each month at 11 a. m.
- Antec Div. No. 85, Winslow, Arizona Territory.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randa, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Turtle Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday at 13:30, and 3d Sunday of each month at 9:30, cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 8.15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 1122; Sec., C. D. Rossetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. Johnston; Sec., Chas. Wimsett, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Saturdays in each month at 2:00.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., Fred Camp. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 834; Sec. and Treas., G. T. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sunday at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. K. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 21. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 3524 Dryads st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallion, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Burnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.

- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., O. S. Putnam; Sec. and Treas., B. G. Warthen, box 1318. Meets 1st Monday in each month at 19:30 at 512 San Fernando st.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 267. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- R. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 322 Brush st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th st. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. F. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 537; Sec. and Treas., W. N. Cooley. Meets 1st and 3d Sundays of each month at 12 m. in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st., at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga.** C. C., J. T. Johnson, 7 Cole st. S. & T., R. R. R. id, 60 Pine st. Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 705. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C. F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1445 N. 20th st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabes Kitto, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., C. H. Bunberry. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvann; Sec. and Treas., L. S. Nye, box 84, acting. Meets 2d and 4th Thursdays of each month at 20:00, in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., S. C. Paine, 127 N. Cherry st. Meets 2d and 4th Saturday in each month, at 9 a. m., No. 83 Union st.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at B. of L. E. hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. O., C. W. East; Sec. and Treas., E. Bray, acting, box 57. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jamieson, box 434; Sec. and Treas., Daniel Nottage. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1034 5th st.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., Jas. Berry; Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Chosen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Pritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.

- Ira O. Sherry Div. No. 147, Easton, Pa.** C. C., Thomas Callahan, 307 West st; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., John M. Evans, 14 Broadway; Sec. and Treas., C. T. King, 2 Genessee st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa.** C. C., C. Wilson Marsden; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., W. J. Sullivan, 254 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, 3 Lawrence Block. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.** C. C., Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass.** C. C., W. R. Mooney, care B. & L. Ry.; Sec. and Treas., C. F. Hammond, 'Old Colony Ry.' Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico.** C. C., J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan.** C. C., C. F. Brown, Council Grove, Kas.; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham, 13 North 36th st.; Sec. A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.**
- Oil City Div. No. 163, Oil City, Pa.** C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. G. White, box 1596; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, New Ark, Ohio.** C. C. Owen Stinton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 69 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 617 Harrison ave., Harrison, N. J. Meets at Roch's Hall, 1st and 3d Sunday each month at 2 p. m.
- Camden Div. No. 170, Camden, N. J.** C. C., E. G. Blaisdell, W. J. Rty depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughty, 34 North 2d st. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa.** C. C., W. A. McCurdy, 1001 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb.** C. C., Geo. W. Dwinell; Sec. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri.** C. C., P. Fowler; Sec. and Treas., P. Short. Meets 1st and 3d Sundays each month at 7:30 p. m.
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- Alliance Div. No. 177, Alliance, Ohio.** C. C., R. A. McCrae, 230 Juniata st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, care of M. & O. Ry. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., William Beales, box 351; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Laumer, 84 Pulliam st.; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts, at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., J. McKun, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Watrloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., S. M. Taylor, Grafton, W. Va., box 71; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C. W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st Monday of each month at 2 p. m. and 3d Monday of each month at 7 p. m., in I. O. O. F. hall, cor. Main and Court sts.
- Selma Div. No. 185, Selma, Ala.** C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala.** C. C., J. T. Alexander, box 592, Sec. and Treas., Walter Moore, of Ga. Pac. Ry.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo.** C. C., T. J. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- Frontier Div. No. 189, Point Edward, Ont.** C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.
- Grafton Div. No. 190, Grafton, W. Va.** C. C., Thos. S. Flannigan; Sec. and Treas., Jno. Flannigan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana.** C. C., W. S. Becker; Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., L. T. Chubbuck, F. & P. M. Depot. Meets 1st Sunday afternoon of each month.
- Lake Erie Div. No. 193, Loraine, Ohio.** C. C., M. J. Courtright; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Arcanum Hall, Broad St.
- Brookfield Div. No. 194, Brookfield, Mo.** C. C., W. H. Crandall; Sec., J. W. Wavland. Meets 1st and 3d Sunday in each month at 19:30, in Hartman & Tooley's hall.
- Sierra Nevada Div. 195, Sacramento, Cal.** C. C., J. F. Calderwood; Sec., W. L. Knight.
- St. Johns Div. No. 196, Jacksonville, Fla.** C. C., G. T. Maughs; Sec., E. Marsh, care of F. R. & N. Ry. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.
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- Holyoke Div. No. 198, Holyoke, Mass.** C. C., A. T. Smith, Williamsburg, Mass.; Sec., A. A. Bals, 291 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 14:00.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

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Assistant General Freight and Passenger Agent.

Buffalo, Rochester and Pittsburgh Ry. Co.,

THE SHORTEST AND MOST DIRECT LINE BETWEEN

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All Buffalo Passenger Trains arrive and depart from N. Y. Central Depot, Exchange St.

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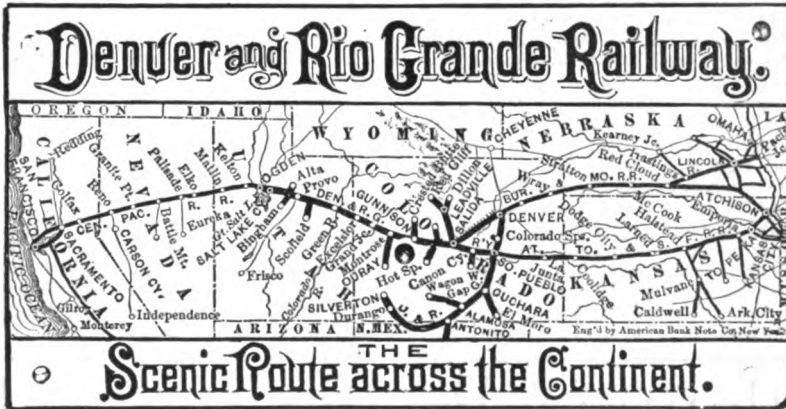
Are You Going to New Orleans or Florida?

If so, you can go via the **MONON ROUTE** via Louisville or Cincinnati, and see the Mammoth Cave, Nashville, Blount Springs, Birmingham, Montgomery, Mobile and the Gulf Coast for the same money that will take you through the dreary, uninhabited Mississippi swamps; we are confident you cannot select a line to the South enjoying half the advantages that are possessed by the **MONON ROUTE** and its Southern connections.

No one should think of going South without visiting the Mammoth Cave, the great natural wonder of this continent. So much has been written of this world famous wonder, that it is impossible to say anything new in regard to it—it cannot be described; its caverns must be explored, its darkness felt, its beauties seen, to be appreciated or realized. It is the greatest natural curiosity—Niagara not excepted—and he whose expectations are not satisfied by its marvelous avenues, domes and stairry grottoes, must either be a fool or a demi-god. From Mobile to New Orleans (141 miles) the ride along the Gulf coast is alone worth the entire cost of the whole trip. In full sight of the Gulf all the way, past Ocean Springs, Mississippi City, Pass Christian, Bay St. Louis, and Beauvoir, the home of Jeff Davis.

When you decide to go South make up your mind to travel over the line that passes through the best country and gives you the best places to stop over. This is emphatically the **MONON ROUTE**, in connection with the Louisville and Nashville and the Cincinnati Southern Railways, Pullman Palace Sleepers, Palace Coaches, double daily trains. The best to Cincinnati, Louisville, New Orleans or Florida. For full information, descriptive books, pamphlets, etc., address any Agent of the Company, or E. O. McCormick, General Northern Passenger Agent, No. 122 Randolph Street, Chicago, Ill.

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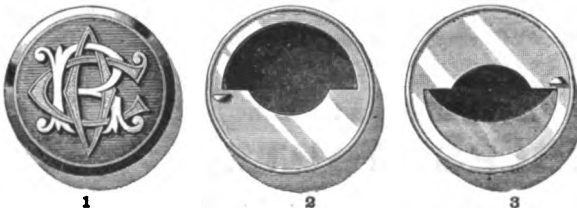


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THE QUEEN Improved Adjustable Button.



No. 1 shows face of the button when attached.

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FROM CHICAGO TO SAN FRANCISCO.

The Chicago, Milwaukee & St. Paul Railway Company has sent out a little pamphlet of eight pages, which describes the trip from Chicago to San Francisco over its short line and connections, the Union Pacific Railway and the Central Pacific Railroad. The little book mentions many of the numerous important places along this route, and it indicates briefly and in satisfactory manner what the accommodations and attractions for the traveler are. A running colored bird's-eye view map at the tops of the pages shows the comparative altitude of the many cities and points of interest. The distance from Chicago to San Francisco by this route is 2355 miles, and the time consumed in making the trip four and one-half days. In going from Chicago, about 600 feet above the sea level, one goes right up over the Rocky and Sierra Nevada Mountains at a height of 8,000 feet and down to San Francisco, less than 1,000 feet. By this route through Northern Illinois and Central Iowa, the traveler passes Des Moines, Omaha, Cheyenne, Denver, Great Salt Lake, Carson City and Sacramento. Everything in the way of checking baggage, providing berths, eating, and other accommodations, is looked after with the most scrupulous care, the aim being first and always to secure the comfort of the passengers. Persons going from all parts of the East to the far West would do well to consider the Chicago, Milwaukee & St. Paul route, concerning which they may obtain minute information by addressing A. V. H. CARPENTER, General Passenger Agent, Milwaukee, Wis.

Atlantic & Pacific Railroad.

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Pullman Palace Cars without change between Kansas City and San Francisco, and St. Louis and San Francisco. Road Bed, Equipments and Eating Houses unsurpassed.

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BOSTON and CHICAGO and BOSTON and ST. LOUIS, without Change.

FAST TIME AND SURE CONNECTIONS.

**The Only Line Running PULLMAN PALACE BUFFET SLEEPING CARS
Between BOSTON and CHICAGO without Change.**

Tickets, Time Tables, Maps and all information can be obtained of any authorized Ticket Agent in the United States or Canada.

*J. R. WATSON, General Passenger Agent,
260 Washington Street, BOSTON, MASS.*

CHICAGO AND WEST MICHIGAN RAILWAY AND MICHIGAN CENTRAL RAILROAD.

SHORTEST ROUTE! QUICKEST TIME

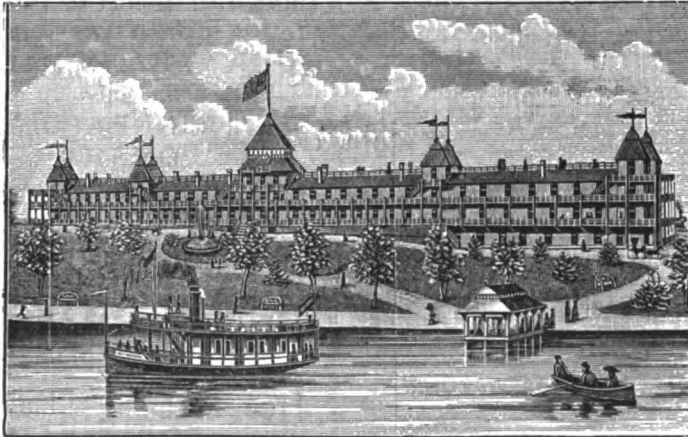
**FROM CHICAGO TO GRAND RAPIDS, GRAND HAVEN, MUSKOGON, BIG RAPIDS,
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THROUGH PARLOR CAR on DAY EXPRESS each way, between CHICAGO and GRAND RAPIDS.

NO EXTRA CHARGE for seats to THROUGH PASSENGERS.

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**Situated on the South Shore of SPIRIT LAKE, Dickinson County, Ia., near the Minnesota Line, on the
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.**

SPIRIT LAKE is a place that Conductors can conscientiously recommend to their friends. It is, without exception, the finest summer resort in the Northwest. Write to the General Ticket Agent of the B., C. R. & N. R'y, Cedar Rapids, Iowa, for a Guide to the Summer Resorts of the Northwest and the Attractions of Spirit Lake.

**J. E. HANNEGAN, G. T. A.,
CEDAR RAPIDS, IOWA.**



**THE
PALACE PARLOR
AND
SLEEPING CAR
ROUTE**

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United States Fast Mail Route and Short Line.

Constructed and Equipped in the most Perfect Manner, insuring Safety, Comfort, Convenience and Speed. It traverses the most important portion of Wisconsin, reaching with its immediate connections, nearly every town and city in the State. Located on its main line are the cities of

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MINNEAPOLIS AND ASHLAND.

Its trains start from Union Depots in CHICAGO, MILWAUKEE and ST. PAUL, and its equipment consists of

**NEW AND MAGNIFICENT
Palace Sleeping and Parlor Cars,**

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ELEGANT DAY COACHES.

Superior Facilities make it the best route to and from the East, West, North or South.

BE SURE YOU START RIGHT,

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F. N. FINNEY, JAMES BARKER,
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AGENTS WANTED for DR. SCOTT'S beautiful Electric Corsets. Sample free to those becoming agents. No risk, quick sales. Territory given, satisfaction guaranteed. Address **DR. SCOTT, 842 Broadway St., N.Y.**

3-12



2 Passenger Trains Daily Each Way.

THE DIRECT LINE

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**CLEVELAND, BUFFALO,
COLUMBUS,
CINCINNATI,
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JACKSONVILLE,
PHILADELPHIA,
NEW YORK,
BALTIMORE,
WASHINGTON,**

— AND ALL POINTS —

East, Northeast & Southeast.

(GOING WEST,) to

**QUINCY, HANNIBAL,
ST. PAUL,
MINNEAPOLIS,
OMAHA,
KANSAS CITY
ATCHISON, TOPEKA,
DENVER, SAN FRANCISCO**

AND ALL POINTS

West, Northwest & Southwest

Free Reclining Chair Cars

IN EACH DIRECTION.

Tickets via I. D. & S. R'y for sale by all Agents of connecting lines. Baggage checked through to destination. For further information, call on or address,

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By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and Southwest.

The Great Rock Island Route

Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air-brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

The Famous Albert Lea Route

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of Interior Dakota.

Still another DIRECT LINE, via Seneca and Kan-kakee, has been opened between Cincinnati, Indianapolis and Lafayette, and Council Bluffs, Kansas City, Minneapolis and St. Paul and intermediate points.

For detailed information see Maps and Folders, obtainable, as well as tickets, at all principal Ticket Offices in the United States and Canada; or by addressing

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PURCHASING.**



Cures all Diseases of Nervous Origin. \$5.00. 3,000 references. Treatise on Health, two cent stamp.
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No Change of Cars { **CHICAGO & KANSAS CITY,**
OF ANY CLASS { **CHICAGO & ST. LOUIS,**
BETWEEN { **AND**
ST. LOUIS & KANSAS CITY.
Union Depots in **CHICAGO, EAST ST. LOUIS,**
ST. LOUIS and KANSAS CITY.

NO OTHER LINE RUNS

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between **CHICAGO and KANSAS CITY, CHICAGO and ST. LOUIS, and ST. LOUIS and KANSAS CITY.** Meals equal to those served in any First-Class Hotel, only 15 cents. The finest

PALACE RECLINING CHAIR CARS

In the World are run in all Through Trains, day and night, without change, and **FREE OF EXTRA CHARGE.** This is the only line running a sufficient number of these Cars in all its Through Trains to accommodate all its patrons.

PULLMAN PALACE SLEEPING CARS

the finest, best and safest in use anywhere. The best and quickest route from **CHICAGO to MEMPHIS, MOBILE, NEW ORLEANS, and all points SOUTH via ST. LOUIS.**

THE SHORT LINE TO AND FROM
Missouri, Arkansas, Texas, Kansas, Colorado,
New Mexico, Mexico, Arizona, Nebraska,
Wyoming Territory, Montana Territory,
Idaho Territory, Utah Territory, Ne-
vada, California, Oregon, Wash-
ington Territory, etc.

THE GREAT EXCURSION ROUTE between the **NORTH and SOUTH,** and to and from **Kansas Lands and Colorado, New Mexico and California Health Resorts and the Mining Districts** of the West and Southwest.

See that your Tickets read via "**CHICAGO & ALTON RAILROAD.**"

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JAMES CHARLTON,
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GEO. J. CHARLTON,
Assistant General Passenger and Ticket Agent.

210 Dearborn Street, Corner Adams Street, **CHICAGO, ILL.**

J. C. McMULLIN, Vice-President.
C. H. CHAPPELL, General Manager.



No. 4 Iron Block.

INDIANAPOLIS, IND.

Only Association devoted exclusively to Accidental Insurance among Pass. and Freight Conductors.

No Assessments. Payments cannot exceed \$25.00 per year. You know the outside cost. Each class pays its own risk. Every member being an agent, is the cause of the rapid growth of our Association. The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list:

CUT THIS OUT.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y,

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is

2. Age.....

3. Address.....

County.....

4. State whether you have a through or accommodation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to
Name in full

Residence.....

Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....
Railway..... Conductor, being desirous of becoming a member of **The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana,** and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$12.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$64.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$46.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash, I., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and payments may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

Don't delay; Accidents will happen.

CLASS A.

Passenger Conductors and ex-Passenger Conductors, whose risk is not more hazardous than Passenger Conductors. **\$25.00 Weekly Indemnity. \$5,000 Death Indemnity.**

Actual cost only \$25.00 per year; payable in four payments of \$6.25 each.

CLASS B.

Freight Conductors' indemnity \$15 weekly for thirty weeks, \$500 death indemnity, actual cost \$30 yearly, payable in four payments of \$7.50 each; or, \$10 weekly indemnity, and \$1,000 death indemnity, cost \$30 yearly, payable in four payments of \$7.50 each.

BY ALL ODDS

—THE—

**Best Equipped Railroad
in the World.****Chicago & Northwestern Railway**

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to and from California and Colorado. It also operates the best route and short line between

Chicago, St. Paul and Minneapolis.

Milwaukee, Lacrosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatonna, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Ia., Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the many points of superiority enjoyed by the patrons of this road are its *Day Coaches*, which are the finest that human art and ingenuity can create. Its *Palatial Sleeping Cars*, which are models of comfort and elegance; its *Palace Drawing-Room Cars*, which are unsurpassed by any; and its widely celebrated *Northwestern Dining Cars*, the like of which are not run by any other road. In short, it is asserted that *it is the best equipped road in the world.*

All points of interest north, northwest and west of Chicago, business centers, summer resorts and noted hunting and fishing grounds, are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over 400 passenger conductors caring for its millions of patrons. Ask your nearest agent for tickets via this route, and **Take None Other.** All the leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by poorly equipped roads.

For maps, descriptive circulars, summer resort papers, or information not obtainable at your local office, write to the **General Passenger Agent C. & N. W. Railway, Chicago, Illinois.**

*For Comfort, Safety and Scenery,
Choose in Traveling East
or West the*

**CENTRAL
Vermont Railroad**

Which forms in Connection with the **GRAND TRUNK** Railway the Old and Favorite New England Route to and from all Points West.

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Without Change.**

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All Points East, North, South and Southwest.

PULLMAN PALACE COACHES ARE RUN BETWEEN CAIRO AND INDIANAPOLIS VIA VINCENNES AND I. & V. RY. WITHOUT CHARGE.

SAMUEL P. WHEELER,
General Manager.**J. J. FLETCHER,**
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—TAKE THE—

ERIE RAILWAY

On which travel is made an

ABSOLUTE LUXURY,

By elegance of its equipment and its perfect road bed.

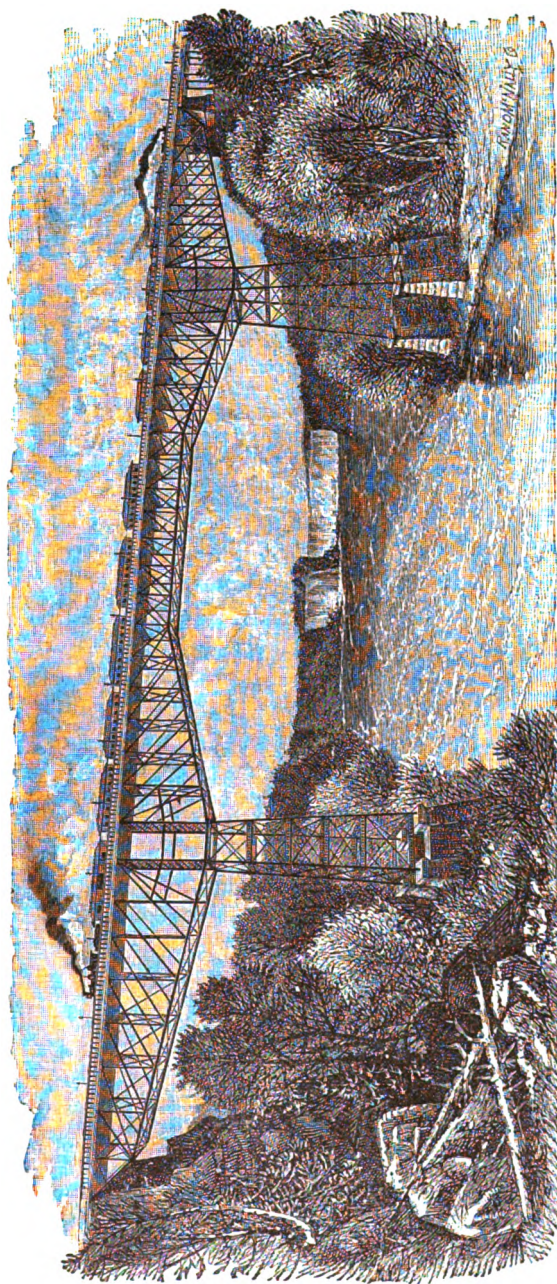
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Gen'l Pass. Agent, New York.**LEHIGH VALLEY RAILWAY.****DOUBLE TRACK! STEEL RAILS!****3 EXPRESS TRAINS DAILY 3**

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Buffalo and Suspension Bridge to New York and Philadelphia.**AND ALL POINTS EAST! PULLMAN'S PALACE CARS RUN ON ALL EXPRESS TRAINS!****H. STANLEY GOOWIN,**
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Through Cars to DETROIT, TOLEDO, ST. LOUIS and CHICAGO.

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all through Express Trains.*



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W. R. BUSENBARK, Eastern Passenger Agent.

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1887.

NOW IS THE TIME TO COMMENCE

TO PROCURE SUBSCRIPTIONS FOR THE

RAILROAD CONDUCTORS' MONTHLY

For 1887.

SEE THE FOLLOWING LIST OF PREMIUMS OFFERED.

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For 18 subscriptions, badge as above, with a handsome silk lined morocco case.

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Blank subscription lists and sample copies of the MONTHLY sent free on application.

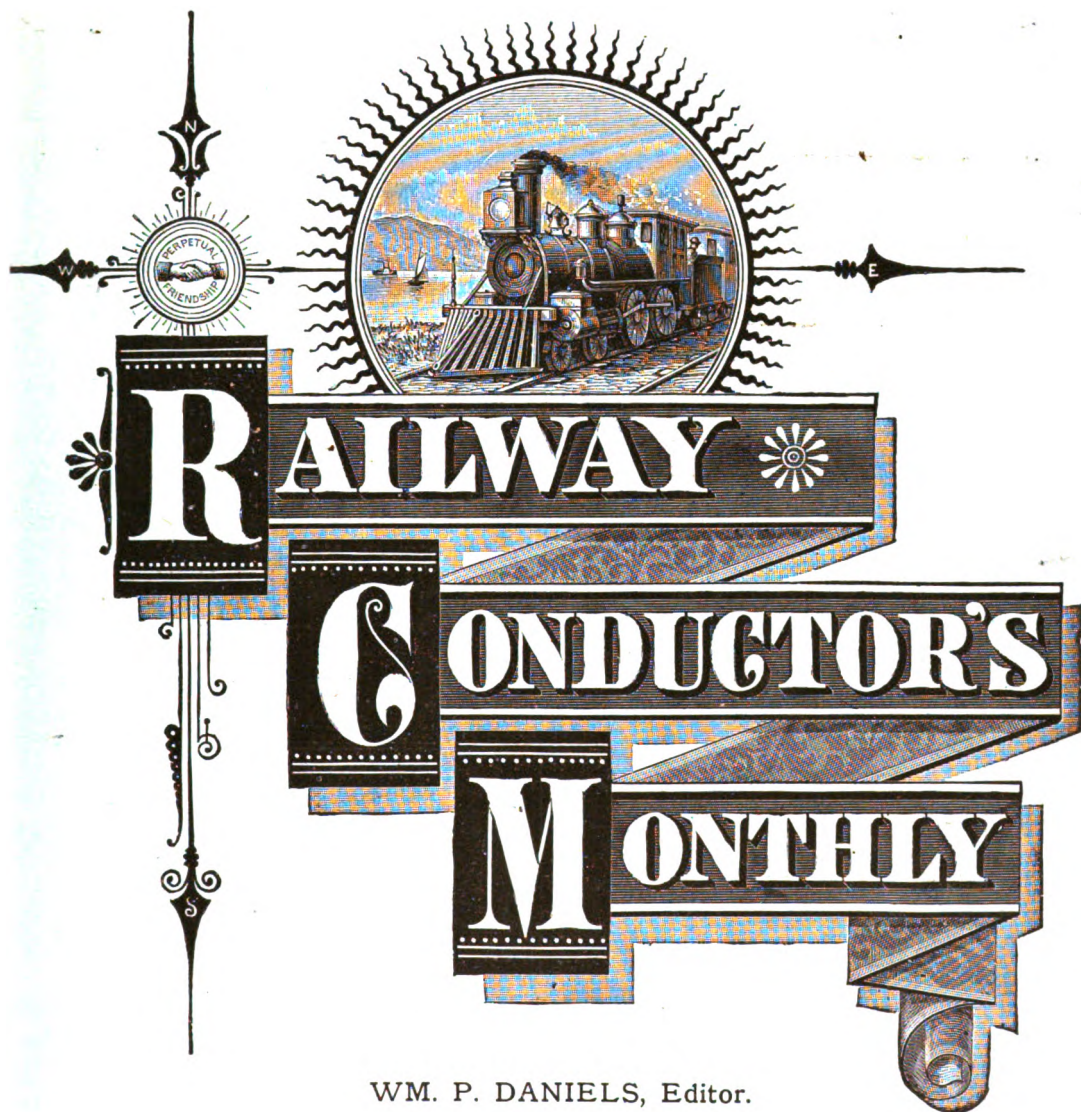
WM. P. DANIELS, Manager.

**Room 46, - 115 Dearborn Street,
CHICAGO, ILL.**

Volume 3.

NOVEMBER, 1886.

Number 11.



WM. P. DANIELS, Editor.

C. S. WHEATON,
E. B. COMAN,

Associate Editors.



ORANGE SACKETT,
J. B. W. JOHNSTONE,

Associate Editors.

TERMS 1.25 PER YEAR

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 WRITE TO **THE M. C. LILLEY & CO.,** COLUMBUS, O.
 THE LARGEST MANUFACTORY OF SECRET SOCIETY GOODS IN THE WORLD.

THE "RAILWAY CONDUCTORS' MONTHLY."

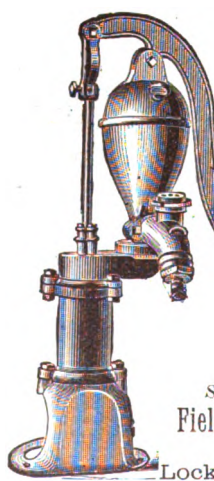
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THE MONTHLY may be found on file at Geo. P. Rowell & Co.'s Newspaper Advertising Bureau, 10 Spruce St., New York City, where advertising contracts may be made for it.

RAILWAY CONDUCTORS' MONTHLY.

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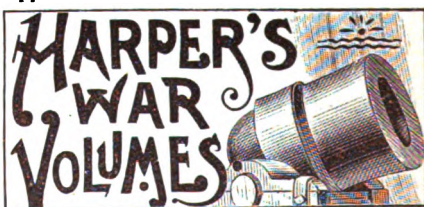


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THE RAILWAY CONDUCTORS'

MONTHLY.

Volume III.

CHICAGO, ILL., NOVEMBER 1, 1886.

No. 11.

THE FANCY SHOT.

"Rifleman, shoot me a fancy shot
Straight at the heart of yon prowling vi-
dette;

Ring me a ball in the glittering spot
That shines on his breast like an amu-
let!"

"Ah, Captain, here goes for a fine-drawn
bead;

There's music around when my barrel's
in tune!"

Crack! went the rifle, the messenger sped,
And dead from his horse fell the ringing
dragoon.

"Now, rifleman, steal through the bushes,
and snatch

From your victim some trinket to hansom
first blood—

A button, a loop, or that luminous patch
That gleams in the moon like a diamond
stud."

'O Captain, I staggered and sunk on my
track

When I gazed on the face of that fallen
vidette,

For he looked so like you as he lay on his
back,

That my heart rose upon me and masters
me yet.

"But I snatched off this trinket, this locket
of gold;

An inch from the center my lead broke
its way,

Scarce grazing the picture, so fair to be-
hold,

Of a beautiful lady in bridal array."

"Ha, rifleman, fling me the locket! 'Tis
she—

My brother's young bride; and the fallen
dragoon

Was her husband. Hush, soldier; 'twas
Heaven's decree.

We must bury him here, by the light of
the moon.

"But hark! the far bugles their warnings
unite.

War is a virtue, weakness is sin;

There's lurking and loping around us to-
night;

Load again, rifleman, keep your hand in."

—Charles Dawson Shanly.

BATTLE OF STONE RIVER; OR, MURFREESBORO'.

When the divisions of Johnson and Davis were broken up in the morning, Rosecrans began to see the extent of the disaster, and felt that upon him depended whatever of success his army might attain. "Thomas, dispassionate and unmoved in the heat of battle, directing the movements of troops as if he were on parade; Rosecrans, excited by the contest, galloped in every direction where danger seemed most imminent, giving

direct orders to all the chiefs he encountered—both sustained their soldiers by the courage displayed and the confidence they inspired."

Rosecrans had hoped that McCook might yet stop the Confederate advance with his own troops, but when they began to pour out of the cedars in broken masses and stragglers by scores, he saw it was impossible, and Van Cleve was sent to the right and rear of Rosecrans, who had been driven back to near the Murfreesboro' pike. Wood had sent Harker's brigade on double quick to the right of Van Cleve.

The Pioneer brigade, under Capt. St. Claire Morton was on the high ground just west of the Murfreesboro' pike, in rear of Palmer's center, supporting a battery. When Negley had been compelled to retire, Thomas had ordered his and Rosecrans' divisions to form a line in the open field until the artillery could be posted on the high ground near the Murfreesboro' pike. Rosecrans had been pressed by Cleburne in his retreat through the cedars, and so stubborn was his resistance that, like that of Negley, friend and foe were intermingled in the dense cedar wood. In this attack on Rosecrans' new line the Confederates, invigorated by their continued successes, were sure to emerge from the wood; although their lines were attenuated by the murderous struggle they had just sustained, flushed by victory and encouraged by their officers, they advanced in perfect order, entering upon the new combat with the confidence of soldiers accustomed to victory. McCown had replenished his ammunition and took a northwest direction, and came into line just beyond the Burrows house. Hardee led this attack in person; at ten o'clock he had asked Bragg for re-inforcements; he attacked Van Cleve and Harker's brigade, with the brigade of Raines on the right and Liddle, McNair and Ector on the left. The fighting was terrific. The Confederate's lines made four assaults upon the Federal position, but were repulsed each time with great loss. The Federal artillery being skillfully served, caused great havoc among them, filling the cedar wood with death. The brigades of Sam Beatty and Scribner, with that of the Pioneer brigade, showed the metal in them and lost heavily. The U. S. Regulars sustained the heaviest blows; out of sixteen hundred men they lost twenty-six officers and six hundred and eleven men. Here the Confederate left was exhausted, and required rest and re-inforcements. While the Federal right and center had been heavily engaged all morning, the left had not been idle.

The Confederate center and right were comparatively fresh; they had not been on the march since daybreak, as had their left, and the fighting did not begin until later in the day. As soon as Polk saw Negley driven out of the cedars by Cheatham and Withers he concentrated all his forces against that portion of Palmer's division which was formed with Cruft on the right, Hazen on the left, and Grose in reserve. When Wood was withdrawn from the left, he left Wagner's brigade to hold a position on the left of the Murfreesboro' pike, at all hazards, it guarding a road leading to the rear. Harker was sent to the right, Hascall was placed between Wagner and Hazen on Wagner's right. Palmer's division extended from the extremity of the cedar thicket to "Round Forest." The movement of the center had uncovered Palmer's right, which was soon turned by Chalmers, with Donaldson in support, under Cheatham. Palmer's men sustained two assaults, but were forced to retire soon after. Cruft was nearly cut off, Palmer, after re-forming his line, resisted further assaults, Hazen taking position between the pike and railroad. "It clung to this position as to a last anchor of safety; for, if the Confederates had succeeded in carrying it, they would have taken Rosecrans' entire left in reserve as they had turned his right in the morning. Fortunately for the Federals this important point was confided to one of those indomitable, strong minded men, who can conquer adverse fortune by their courage. The Union army once saved by Sheridan was saved a second time by Gen. Hazen. He had already successfully repulsed all the attacks directed against him by Chalmers and Donaldson. The first had lost its commander and a large number of men; both had been stopped by the enemy's fire every

time they attempted to pass beyond the Cowan house. But when Anderson and Stewart's Confederates had driven in the Federal line on Hazen's right, the latter found himself in much more dangerous position than before; he nevertheless resolved to defend it, to the last man. Strengthening the margin of the wood south and west, he took a firm stand, and repulsed the enemy's line that was bearing down upon him. This resistance broke the force of the assailants' onslaught for a time. The latter then massing all his forces at the extreme end of the cedar woods, opened a deadly fire on the Federals, which caused them to run for shelter to the railway in the rear of the Murfreesboro pike. Here, supported by Cruft on the right and Grose on the left, he fought desperately and repulsed all assaults made by Polk's and Anderson's brigades, who had attacked him here and suffered greatly. One regiment lost 207 men out of 402, another 306 out of 425. This position at 'Round Forest' was considered by the Confederates the key of the field." Adams' and Jackson's brigades, of Breckinridge's division, made the first assaults about 2 P. M., and Preston's and Palmer's also of Breckinridge's division, the second, about 4 P. M. It was here that Rosecrans' chief of staff, Julius P. Garesché, was killed by a cannon shot, his head being carried away.

Rosecrans afterward abandoned "Round Forest" and formed his line around the high ground on which was massed the greater part of his artillery, his new line being formed with Hazen on the left, resting on the Murfreesboro pike, with Hascall in support; to his right was Rousseau, with Negley in reserve; then the Pioneer brigade, and on its right Van Cleve, and to his right was McCook's command, with his right refused; the cavalry was beyond McCook, and extended to and beyond Overalls Creek.

Rosecrans had barely completed this formation when the Confederates advanced with a yell, as if to assault. The Federal artillery in battery opened a terrific fire upon them, which sent them back into the cedars in confusion and with great loss, the artillery inflicting a greater loss on Polk's brigade than it had sustained in all its previous fighting of the day. Van Cleve, with Harker's brigade and the cavalry, bore the brunt of this attack. This was the last assault on the right and center, and with the repulse of Breckinridge on the left, the battle was at last over with for the day. Many a brave man had laid down his life, along with the dying year, for the cause he believed to have been right.

"A profound silence, only interrupted by the plaintive groans of the wounded, prevailed along the lines of the armies, both exhausted by a strife of ten hours' duration, and of such sanguinary character as the New World had never yet witnessed."

Rosecrans ordered ammunition distributed, when it was found to be sufficient for another battle. Late in the afternoon the Federal lines were rectified, the left wing being placed on the bank of the river. Starkweather's and Walker's brigades having arrived, were placed in reserve in rear of McCook, but afterward placed in front, relieving Van Cleve, who resumed his position on the left.

The Confederates had achieved a considerable success, which came near proving a victory. Thanks to their courage, their perseverance, and the vigor with which they renewed the combat after each retreating movement on the part of their opponents, they had preserved the advantages obtained at the outset by their concentration, until their physical strength gave way.

The disaster to the Federal right was frightful, and it did seem at one time that it might extend to the entire army, but the magnificent stand made by Sheridan in the morning rendered it possible to form a new line, and at least check the Confederate onset, and with frightful loss to them.

"On the side of the Federals Sheridan and Hazen had signally distinguished themselves among all for their indomitable tenacity; officers and soldiers had exhibited the rare merit of not despairing of success during the most critical moments of the conflict. Their artillery had particularly distinguished itself. Operating under the most unfavor-

able circumstances, in the midst of dense forests where its field of fire was extremely limited, it had sustained terrific losses in men and *material*; but as soon as it found itself once more on open ground, it had displayed a superiority over that of the Confederates, which it retained during the entire war, and which its opponents on this occasion were the first to acknowledge. Nevertheless, despite Bragg's last attack, the situation of the Federals was grave and alarming. They had lost twenty-eight pieces of artillery, nearly 3 000 able-bodied prisoners, a very large number of wounded, their camps, provisions with a vast quantity of arms and ammunition in the hands of the assailants."

When once the Confederates were checked, the Federal soldiers felt the day was saved. At a council of war held that night some of the Federal commanders made earnest efforts to persuade Rosecrans to retreat to Nashville. It is said that when it came to a vote, Thomas, who had fallen asleep, was awakened and told of the discussion, promptly said: "This army can't retreat!" and immediately fell asleep. His mind was made up, and he was right.

"And the soldiers who on this mournful evening gathered around their bivouac fires, counting the number of their comrades, either dead or wounded, whom they had left among the thick brush of the cedar wood, anxiously asked each other what the next day would bring forth. No rations were distributed, and what alarmed them most in this want of provisions and ammunition, was the idea they had formed that their army was surrounded and separated from its base of operations. In short, with the exception of the two brigades of Walker and Starkweather, which had rejoined the army at the close of the day, there was not a single regiment but what had been seriously engaged, and no assistance from any fresh troops could be relied on for the morrow. More than 7,000 men were missing at roll-call. Sheridan had lost one-third of his division; two division generals, Wood and Van Cleve, were wounded; three brigade commanders, Sill, Shaffer and Roberts, were killed; a fourth, Kirk, was wounded; a fifth, Willich, was taken prisoner. The anxiety of those in command was equal to that felt by the soldiers, but they had already passed through the ordeal of war, and were accustomed by their prairie life to struggle obstinately against all difficulties; in short, they had a commander who fully understood that in certain situations the rashest course in appearance is often the least dangerous. In refusing to consider himself vanquished, Rosecrans made sure of victory almost without any further effort on his part. If, on the contrary, he had taken advantage of the night to retire, the battle of the 31st would entail on him the consequences of a crushing defeat."

"Bragg counted upon his retreat. On finding himself in possession of one-third of the artillery and more than one-sixth of the effective force of the enemy's army in killed, wounded and prisoners, he could not believe that Rosecrans would seek to maintain himself in the position to which he had been driven, with the river at his back. He thought he had only to wait to gather the fruits of victory. But he waited in vain. When the sun of the first day of the year shone upon the two armies, the Confederates found that Rosecrans had abandoned 'Round Forest.' They at once took possession of it, thus connecting the right wing, formed by two of Breckinridge's brigades which had recrossed Stone River, with their left, the line of which had been strengthened by some *abatis* thrown across the cedar wood. They remained under arms, ready to harass the enemy in case he should fall back; but when they saw that his front, compacted since the last evening, was resting on one side upon the hill crowned by Rosecrans' artillery, and following the margin of the wood on the other side, under the protection of breast-works, hastily constructed, they did not dare to resume the offensive," although they did make several attempts, but were so roughly handled as to cause them to desist.

Van Cleve was sent across the river, on his left, and occupied some high ground. The skirmishers kept up a brisk fire on Polk's brigade in front. Chalmers occupied the ground in front of "Round Forest." Bragg expected to be attacked on his right, and

strengthened Breckinridge with two brigades. It looked at one time as though Bragg was going to make an attack by massing heavily on his left about a mile from the Murfreesboro pike. They formed in six lines, and remained so for upward of an hour. Gibson's brigade and a battery occupied the woods near Overalls Creek, and Negley was in support, to the right of McCook. It seems that Bragg was only feeling of Rosecrans' lines, to see if he was retreating. Having so satisfied himself, and being in no condition to resume the offensive, he remained quiet the rest of the day.

On the 2d, Bragg, at daylight, gave orders to again feel of the Federal lines, and opened with four batteries on the center, followed by a demonstration with infantry on McCook, but meeting with strong resistance all along the line he desisted. Pegram and Wharton's cavalry were ordered across the river on the right of Breckinridge, when he discovered, for the first time, the presence of Van Cleve, who had quietly crossed the river the day before, and whose position enfiladed that of Polk, which made it imperative to withdraw Polk or dislodge Van Cleve. Bragg could not think of withdrawing Polk, at least until an effort had been made to dislodge Van Cleve. Bragg at once sent to Breckinridge the two brigades that had remained with Polk, and ordered Breckinridge to attack Van Cleve with four brigades, supported by the cavalry. The position of Van Cleve, once gained, Bragg could enfilade Rosecrans' lines across the river.

The attack was made at four o'clock in the afternoon. Breckinridge formed his division in two lines—the brigades of Pillow (who had succeeded Palmer) and Hanson in the front, and those of Preston and Adams in the second line. His artillery—ten Napoleon twelve-pounders—were sent to aid in the attack, being placed in the rear of the second line. Polk was to open a heavy fire on Rosecrans' left. Van Cleve's division was under the command of Col. Sam. Beatty, with Price's brigade on the right and Fyff's on the left, with Grider's and a brigade of Palmer's division in support, with a battery in the rear. Negley's division was ordered from the right, and placed in position on the west bank of the river, as reserve, being on the left of Hazen and Cruft of Palmer's division.

Van Cleve had been sent across the river to occupy the high ground to prevent the Confederates from doing so, which would enable them to enfilade Rosecrans' line.

Breckinridge had to cross an open space of about 600 yards, with a gentle ascent, before he could reach the Federal lines. As soon as he advanced the artillery massed on the west side of the river with that of Negley, in all fifty-eight guns; opened on Breckinridge, with heavy loss to him before he reached Beatty's lines. But the Confederates seemed heedless of this pitiless storm of iron hail, but pressed on and struck Price and Grider's brigades and drove them back on their supports, which also gave way, and the entire division retreated with broken ranks across the river, and reformed behind Negley's division.

His success was short lived, for Col. John F. Miller, commanding the right brigade of Negley's division, had, in the absence of Negley to the rear, taken command and ordered his troops to lie down under cover of the river bank and hold their fire until Beatty's men had passed through his (Miller's) lines, and then rise and open fire on Breckinridge's victorious troops, which was done, and together with the fire from the Federal artillery enfilading their lines they soon wavered and gave way. At this Miller, still in command of Negley's division, ordered his troops to charge the retreating Confederates and drive them into their works, which they did in handsome style. While crossing Miller received orders from Palmer not to cross, but as the greater part of his command was already over he kept on, capturing three guns of a battery that was in their way. This battery was supported by the Twenty-sixth Tennessee Regiment, which was broken by this charge and a large number of them captured, along with the colors of the regiment. Miller then repaired his lines and held on until relieved by Hazen's brigade and Davis' division. He then returned to the west side of the river and took position for the night.

Bragg at once sent Anderson's brigade and Cleburn's division to the east side of the river and placed Hardee in command. Later all of Crittenden's command crossed over and entrenched and held the position.

On the 3d Bragg ordered a constant picket firing to be maintained to determine whether Rosecrans was still in force in his front. In the wood on the left of the Murfreesboro pike the Confederate sharpshooters had all day annoyed Rousseau, when about five o'clock two regiments of John Beatty's brigade, assisted by two regiments of Spear's brigade of Negley's division, advanced under a brisk artillery fire and drove the Confederates out, not only from their cover, but from their entrenchments, a short distance in the rear.

At noon Bragg, after consulting with his generals, decided to retreat.

During the night after Breckinridge's failure Cleburn and Withers sent through Polk to Bragg's headquarters a communication, stating that there were but "three brigades that were at all reliable, and even some of them are more or less demoralized from having some brigade commanders who do not possess the confidence of their commands," and advised a retreat to avoid a disaster. This was indorsed by Polk, who said, "I send you the inclosed papers as requested, and am compelled to add, that after seeing the effects of the operations of to-day, added to that produced upon the troops by the battle of the 31st, I very greatly fear the consequences of another engagement at this place on the ensuing day. We could now perhaps get off with safety if the affair is well managed; should we fail in the meditated attack the consequences might be very disastrous."

By midnight the whole of Bragg's army, except his cavalry, was in retreat to a position behind Duck river. His cavalry held the front until morning, when they fell back and covered Bragg's front.

Sunday was spent by the Federal army in burying the dead.

This retreat occurring immediately after Breckinridge's reverse, justified the Federals in regarding as a victory the sanguinary struggle we have just been attempting to describe. "The greater the efforts of the Confederates, and the nearer they had been to achieving success, the more keenly this unlooked for *denouement* was felt by them." "They took up their line of march for Murfreesboro sadly, but in good order and without discouragement; they carried with them the glorious but barren trophies of their victory of the 31st, consisting of twenty-eight guns, some stands of colors, a large number of wagons, and several thousand prisoners. The total number of the latter, according to Bragg's report, amounted to 6,273; but it is proper that we should deduct about 3,000 wounded in order to arrive at a correct estimate of the number of effective prisoners. The losses on the part of the Confederates were enormous; they, themselves, acknowledged nearly 11,000 men, more than 9,000 of whom were killed or wounded."

"The Federals, on their side, counted 1,533 killed, and 7,245 wounded, making a total of 8,778 men who fell by the fire of the enemy. By adding to this the approximate number of able-bodied prisoners, the Federal army may be said to have been diminished by 12,000 men."

On the 5th Thomas' command, preceded by the cavalry under Stanley, marched into Murfreesboro and encamped on the Shelbyville and Manchester roads. The Federal cavalry did creditable service, being constantly on the move protecting Rosecrans' flanks and trains, and fighting some severe combats with the Confederate cavalry who, with their usual enterprise were operating on the Federal communications. They hardly secured an hour's sleep or rest from the time they moved out of Nashville until Bragg was behind Duck river.

Bragg in his retreat left 2,500 wounded in the hospitals, who fell into the Federal hands as prisoners. Thus after a seven days' battle the Federal army rested in Murfreesboro. The battle for Kentucky had been fought by Bragg, and lost, and Nashville was beyond his hopes.

In Rosecrans' advance everything had been in his favor, while the heavy fighting in the forenoon of the 31st had been largely in Bragg's favor. But after his check it had in every move, been in Rosecrans' favor, up to and including the occupation of Murfreesboro. By retreating, Bragg admitted his defeat; also admitted that whatever of victory he gained was barren of results. But it cost him dearly in loss of life, there being 10,125 killed, wounded and missing, 9,000 of these were killed and wounded. His field return of December 10, 1862, shows a total of 51,036. Infantry, 39,304; cavalry, 10,070; artillery, 1,662. Morgan and Forrest being away on raids, reduced his cavalry to 5,638. His fighting strength in this battle was about 46,604.

Rosecrans' force in this battle was: Infantry, 37,907; artillery, 2,223; cavalry, 3,200; a total of 43,400. His loss was: Killed, 1,553; wounded, 7,245; in prisoners about 2,800. Rosecrans lost 28 pieces of artillery and a large portion of his wagon train. Bragg lost only three pieces of artillery.

It may be asked, why if Rosecrans' plan of battle was not defective it came so near defeat? The fault certainly was not with Rosecrans, but was with some of his lieutenants. Judging from what we know of the man, could Thomas have been in command of the "Right Wing," there is every reason to suppose there would have been a different outcome to this struggle.

There was no lack of courage in Rosecrans, when once the battle was on. But it is supposed that he was swayed to some extent by the opinions of his generals. When McCook's attention was called to his faulty line by Rosecrans, McCook insisted that his line was in proper order. Here Rosecrans should have exercised his authority and required McCook to correct his line without delay. By omitting this he is, in a measure responsible for the route of McCook's right. Again, McCook should never have been intrusted with such an important post. No one who ever saw him under fire can say one word against his personal bravery and courage. He staid with his command as long as it was under fire, and was near Sheridan when that officer made his gallant stand against such overwhelming numbers. As it turned out the building of the line of campfires to his right was a mistake of Rosecrans, as it was intended to cause Bragg to weaken his right to strengthen his left, but it did not accomplish this, as Bragg had on the 30th, moved Cleburn and McCown from his right to his left, but did not strengthen his left afterward, at least not to the weakening of his right.

It appears that Bragg supposed Rosecrans' lines extended considerably farther to the right than it actually did. When he found out his mistake in this he attacked the right of McCook with all the force of double numbers, and swung fairly in the rear of Johnson's division before he met with any opposition in front; the effect of this has been told above.

It may be safely said, that had Johnson been at his post with his command in readiness for any emergency—as a commander holding the post of honor should have done—we could tell a far different story of this sanguinary conflict. When it was known to every man in both armies that a desperate battle was about being fought, it does seem almost incredible that Johnson could have been so indifferent as to have located his headquarters a mile and a half to the rear. He should be held responsible for the capture of Willich, and the disaster that overtook his fine brigade.

Bragg claims that he surprised the Federal troops and claims that his troops passed through camps where breakfast was being prepared. This can be reasonably explained. Willich's brigade had been under arms for over two hours before the attack, when Willich gave orders to prepare their breakfast, and himself started for Johnson's quarters and was captured returning to his command, which was attacked in his absence; it appears that the whole right wing was under arms but was overthrown by the right wheel of Bragg's extended left. Sheridan's division had been in line and the cannoneers at their places from four o'clock until the attack. "The battle of which the banks of Stone river

had just been the theater was destined to produce important results, although so far as the ground upon which it was fought is considered, neither of the two parties had cause to consider it a victory. If the Federals had been decidedly beaten, Nashville would have been besieged and the war carried back into Kentucky. Rosecrans on the contrary, by entering Murfreesboro on the 5th of January, notwithstanding his losses and first reverse, already menaced the town of Chattanooga from a distance, the objective point of the whole campaign; but in order to gather the fruits of his stubborn resistance on the battle on the 31st of December he had to wait for reinforcements and a more favorable season."

Cist says of this battle: "It is difficult to determine which to admire the more, the heavy, quick, decided onset of the Confederates, as with ranks well closed up, without music and almost noiselessly, they moved in the gray light of the early December morning, out of the cedars, across the open fields, hurling the full weight of their advancing columns upon our right, with all the dash of Southern troops sweeping on with rapid stride, and wild yells of triumph, to what appeared to them an easy victory, or later in the afternoon when our troops that had been driven from the field early in the morning, were reformed under the eye of the commanding general, met and threw back from the point of the bayonet, and from the cannon's mouth, the charge after charge of the same victorious troops of the earlier portion of the day. One was like the resistless sweep of the whirlwind in its onward course of destruction, the other the grand sturdy resistance of the rocky coast which the waves only rush upon to be dashed to pieces. In each of these the two armies displayed their features to the best. Under Thomas the center of the army evinced in a marked degree the staying qualities of that commander, which afterward were shown so conspicuously at Chickamauga."

Unless one has undertaken a task such as this has been to the writer, they can little understand how difficult it is to write such an article without showing more or less prejudice for one side or the other. Notwithstanding his strong preference for the cause he served, he has endeavored to preserve an impartiality throughout. He has had access to works of merit from which to draw largely for matter pertaining to this chapter, "The History of the Civil War in America," by the Comte De Paris, is acknowledged by all, to be one of the very best authorities on the "late unpleasantness." Mr. Henry M. Cist and Van Horn's "Life of Thomas," have been additional authority for much of this article; the quotations from the "History of the Civil War in America," can be readily distinguished. The writer was present in person, and an humble member of Roberts' brigade of Sheridan's division, during the dreadful fight of that division in the forenoon of the 31st of December, 1862, where he was wounded and fell back with the division, when he was ordered to the rear; hardly knowing where to go for safety he found himself at "Round Forest," and was an unwilling witness of Hazen's defense of that position in the afternoon.

Should this article fall under the eye of some one who fought on the "other side" in this sanguinary conflict, I trust he will overlook any seeming partiality, and say with me, "with malice toward none but charity for all," and remember that all do not see alike.

The map is copied from that in the Comte de Paris' work.

C.

A young Vermont fisherman has just landed a speckled beauty, so he writes us. We imagine from the tone of his letter that he has married a freckled girl.—*The Wanderer*.

HORSE-CAR REVELATIONS.

There is an institution in Boston which the Pilgrim fathers did not originate. That is the street car. There is a street-car parade all day on Washington street, and a red-light procession most of the night.

People told me that I could get into a car and go anywhere I wanted to. I tried it. There was a point in Boston, I learned, where there were some more relics that I hadn't seen. Parties told me where I could find some more fragments of the Mayflower, and an old chair in which Josiah Quincy had sat down to think. There were also a few more low priced flint-lock guns and tomahawks that no man who visited Boston could afford to miss. Besides, there was said to be a lock that used to be on the door of a room in which General Washington had a great notion to write his farewell address. All these things were in the collection which I started out to find, and there were others also.

For instance, there was a specimen of the lightning that Franklin caught in his demijohn out of the sky, and still in a good state of preservation; also some more clothes in which he was baptized, more swords of Bunker Hill, and a little shirt which John Hancock put on as soon as he was born. Hancock was a perfect gentleman from his birth, and it is said that the first thing he did was to excuse himself for a moment and then put on his shirt. His manners were certainly very agreeable, and he was very much polished.

I heard, too, that there was an acorn from the tree in which Benedict Arnold had his nest while he was hatching treason. I did not believe it, but I had an idea that I could readily discover the fraud if I could only see the acorn, for I am a great historian and researcher from away back. I was told that in this collection there was a suspender button shed by Patrick Henry during his memorable speech in which he raised up to his full height on his hind feet and permitted the war to come in *italics*, also in SMALL CAPS and in LARGE CAPS !!! with three astonishers on the end.

So I wanted to find this place, and as I had plenty of money I decided to ride in a street car. Therefore, I aimed my panic price cane at the driver of a cream-colored car with a blue stomach, and remarked, "Hi, there!" Before I go any further, and in order to avoid ambiguity, let me say that it was the car that had the blue stomach. He (the driver) twisted the brake and I went inside the car to the further end and sat down by the side of a young woman, who filled the whole car with sunshine. I was so happy that I gave the conductor half a dollar and told him to keep the change. If by chance she sees this I hope she still remembers me. Pretty soon a very fat woman came into the car and aimed for our quarter. She evidently intended to squat between this fair girl and myself. But ah, thought I to myself in a low tone of voice, I will fool thee. So I shoved my person along in the seat toward the sweet girl of the Bay State. The corpulent party,

whose name I did not learn, had in the meantime backed up to where she had detected a slight vacancy, and where I had seen fit to place myself. At that moment she heaved a sigh of relief, and assisted by the motion of the car, which just then turned a corner, she sat down in my lap and nestled in my bosom like a tired baby elephant.

* * * * *

Dear reader, if I were to tell you that the crystal of my watch was picked out from under my shoulder blades the next day, you would not believe it, would you?

I will not strain your faith in me by making the statement, but that was the heaviest woman I ever held.

While all this was going on I lost track of my location. The car began to squirm all over Boston, and finally the conductor came back and wanted more money. I said no, I would get off and try a dark red car with a green stomach for a while. So I did. I rode on that till I had seen a great deal of new scenery, and then I asked the conductor if he passed number Clankety Clank, Blank street. He said he did not, but if I would go down two blocks further and take a maroon car with plaid stomach, it would take me to the corner of "What-do-you-call-it and What's-his-name streets" where, if I took a seal brown car with squashed huckleberry trimming it would take me to where I wanted to go. So I tried it. I do not know just where I missed my train, but when I found my seal brown car with scrunched huckleberry trimmings it was going the other way, and as it was late I went into a cafe and refreshed myself. When I came out I discovered that it was too late to see the collection even if I could find it, for at six o'clock they take the relics in and put them into the refrigerator until morning.

I was now weary and somewhat disappointed, so I desired to get back to my headquarters, wherein I could rest and where I could lock myself up in my room so no prize fat woman could enter. I hailed one of those sawed-off landaus, consisting of two wheels, one door behind, and a bill for two bits. I told the college graduate on the box where I wanted to go, gave him a quarter, and got in. I sat down and heaved a chaste sigh. The sigh was only hove when the herdic backed up to my destination, which was about 300 feet from where I got in, as the crow flies.

When I go to Boston again, I am going in charge of the police.

The street railway system of Boston is remarkably perfect. Fifty cars pass a given point on Washington street in an hour, and yet there are blockades. You can take one of those cars, if you are a stranger, and you can get so mixed up that you will never get back, and all for five cents. I felt a good deal like the man who was full, and who stepped on a man who was not full. The sober man was mad, and yelled out, "See here; condemn it, can't you look where you're walking?"

"Betcher life," says the inebriate, "but the trouble is to walk where I'm lookin'."—*Bill Nye in Exchange.*

A FALL CRICK VIEW OF THE EARTHQUAKE.

I kin hump my back and take the rain,
 And I don't keer how she pours;
 I kin keep kind o' ca'm in a thunder-storm,
 No matter how loud she roars;
 I hain't much skeered o' the lightnin',
 Nor I hain't sich awful shakes
 Afeard o' cyclones; but I don't want none
 O' yer do-d-burned old earthquakes!

As long as my legs keeps stiddy,
 And long as my head keeps plumb,
 And the buildin' stays in the front lot,
 I still kin whistle some!
 But about the time the old clock
 Flops off'n the mantel shelf,
 And the burro skoots for the kitchen,
 I'm a-goin' to skoot, myself!

Plague take! ef you keep me stabled
 While any earthquakes is round—

I'm jist like the stock—I'll beller,
 And break for the open ground!
 And I 'low you'd be as nervous,
 And in jist about my fix,
 When yer whole farm slides from in under
 you,
 And on'y the mor'gage sticks!

Now, cars hain't a-goin to kill you,
 Ef you don't drive 'crost the track;
 Creditors never'll jerk you up
 Ef you go and pay 'em back;
 You kin stand all moral and mundane
 storms,
 Ef you'll only just behave;
 But a' EARTHQUAKE—well, ef it want-
 ed you,
 It 'd husk you out o' yer grave!

—*Indianapolis Journal.*

LEFT HIS GLASSES.

"Good morning, Mr. Johnson," said a young man to an elderly and near-sighted passenger who had come off without his glasses; "going up to town?"

"Yes; got to do a lot of trading at the stores, an' I don't know how on airth I'll get along without my glasses."

"Getting ready for the wedding, I suppose?"

"Yes; my darter Emma is goin' to git married. She an' that good-for-nothin' Hank Williams hev made a match of it at last. I thought that young man would never get down to business. He's as slow as sorghum molasses in January, an' as shiftless as an Injun. I don't believe he can earn his salt, an' I suppose I'll have to support him."

"But, Mr. Johnson—"

"Oh, he's good enough for Emmer. That's the worst girl I ever raised. She hain't a bit like her mother, nor like me, nuther. I hev to pull her out of bed every morning, an' she's as lazy as an old dog. She can't bake, and hain't worth a cuss on the sew. A fine poor man's wife she'll make. Besides, she has bunions on her feet as big as early rose pertaters, an' she can eat more'n a hoss. An' that ain't the worst on't. If twan't for her mother that girl wouldn't keep herself clean, an' she never thinks of slicken' up her hair or puttin' on somethin' nice 'cept when company's expected. She's a reg'lar slouch, Emmer is, an' she kin wear out seven pairs o' shoes a year. But she's good enough for that Hank Williams, an' if he'll only support her I'll be tarnal glad to git her off my hands. S'pose you've got an invite to the weddin'?"

"Yes, I'm invited. You don't seem to know me, Mr. Johnson?"

"Yes I do, but I can't just place you. Let me see—I haven't got my glasses with me—but I know you. Your name is—is—"

"Hank Williams, sir."—*Terre Haute Mail.*

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAILWAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

"OUR FIRST GRAY HAIR."

As the first big pattering drops that fall
With a splash on the lattice pane
Make us shiver and start as they warn us all
Of a storm, or of coming rain,
So it is with life, when we are growing old,
And age steals unaware,
We shiver and start if the truth were told,
At the sight of our first gray hair.

We mark not the light of our noon-day
hours,
Like the first streaks the dawn doth
bring;
We hail not the birth of our summer
flowers
As we do the first snowdrops of spring:
On the bleak winter wind we look not
with grief,
Though it howl through the branches
bare,
But we sigh when we witness the brown
autumn leaf,
And behold nature's first gray hair.

Gray hairs may come when the beaming eye
Has none of its brightness lost,
When with buoyant heart we would fain
deny
Youth's Rubicon has been crossed;
Yet the ivy-clad tree looks young and
green,
Though a sapless trunk may be there,
And naught of decay on our cheeks may
be seen
When we witness our first gray hair.

Come early, come late, like a knock at the
gate,
Is that first soft silvery thread;
And it joins with its silence the years that
await
With the years forever fled;
It silently tells us we're journeying on—
It silently questions—Where?
And a faithful milestone, were the truth
but known,
Is seen in our first gray hair.

—*Chicago Tribune.*

ALICE YOUNG'S TRIAL.

BY AGNES POTTER M'GEE.

Fair and fragile as a wild flower looks Alice Young, standing with her garden hat in her hand, and the leaf shadows chasing each other over her golden hair, watching her husband drive away with their beautiful guest, Olive Duane. A bend in the road hides them from view, and the tears that she has bravely held back well into her blue eyes.

Olive's visit is drawing to a close, and the months that she has spent with her school girl friend has caused a strange unhappiness to grow in the young wife's bosom. ●

Robert, her husband, has been an idolized hero in Alice's eyes the four years she has been his wife. She has filled his life seemingly as completely as he has filled her own, and no doubt of his faith and constancy has ever marred her happiness, until this stately, imperious woman came into their home. Since then, all unconfessed even to herself, a weary pain has been growing in her heart.

Olive and Alice were room mates in a fashionable seminary, and through the years of girlhood a strong friendship had grown up between them. Leaving school Olive went abroad to finish her musical education, while Alice's first season in society brought Robert Young to her feet.

Early an orphan, and brought up by distant relatives, she had known little of love or appreciation. It was no wonder that her heart went out to this grave, handsome man, even at their first meeting, and when he told her "ye olden story" a few months later, and she had promised to be his wife, the world contained no happier maiden.

After a brief engagement they were married. He had brought his wife to this ideal home directly from the wedding journey, and here the peaceful, joy-crowned years sped away—broken by one great grief.

Two years before our story opens, their little one, "grown weary of life's journey scarce begun," closed its wondering eyes, and with lilies clasped within its waxen palms, was laid to sleep where no loving lullaby would ever again soothe its slumbers.

This blow nearly killed the fair young mother, but a year of travel restored her shattered health. Society was given up, and she seemed to live entirely in her husband's love.

Their home, situated but a few miles from the city, was a perfect dream of summer rest. It had been the center of a joyous throng of guests before baby died, but since then they had lived alone.

Olive was the first guest they had entertained for any length of time; and now, after a stay of nearly two months, she was to leave the next day but one.

When she came, Alice was surprised to find her pretty school girl friend developed into a grand, imperious woman, whose beauty almost awed her, and she did not fail to note—with a strange pain at her heart—her husband's look of admiration when he was introduced to their guest.

Robert Young was a musical enthusiast, and this passion was the only thing that ever stirred him out of his usual cultured calm.

His admiration of Olive's wonderful voice pleased Alice at first, but when Olive sat night after night at the piano with Robert by her side, turning music, or joining his rich baritone voice with hers, while his wife was neglected and alone, that same strange pain would creep into her heart; and, as day after day passed away, and she saw her husband more and more absorbed in their guest, it finally settled there, and all the joy and sunlight seemed to go out of her life.

Through it all no single rule of hospitality was broken, no complaint was made, but silently Alice bore her suffering and growing suspicions.

She fancied that Robert was growing cold toward her, and all unconsciously her manner grew distant toward him—which caused him no little wonder.

Thus matters went on from day to day until this last drive was planned. Alice thought her husband did not desire her with them, so pleaded a headache as an excuse for remaining at home.

The brawling brook that goes tumbling through their grounds, wanders on a few miles further, widening as it travels, to finally plunge down a rocky precipice, sending a cloud of foam high into the air, forming a spectacle famed far and near for its wild beauty. This has been reserved as the crowning treat of Olive's visit, and it is to see this beautiful spot that Robert has taken Olive, leaving Alice alone to weep out the wretchedness that has come into her life.

She brushes the tears from her lashes and enters the house. She goes to the parlor, arranges a misplaced ornament, and gathers up the petals that have fallen from a rose adorning Olive's luxuriant hair. She remembers how handsome Robert looked as he handed it to her, and recalls, with a pang, the playful remark with which Olive accepted it. Sighing heavily she leaves the room and ascends the stairs, thinking of a chest of drawers in which lie folded dainty, fairy-like garments and some broken toys. These have been her solace in many a lonely hour of late, and she will look at them now, bathing them anew with her tears.

On the stairway her skirts brush a bit of paper, and mechanically she stoops and picks it up. In her own room she starts to throw the scrap into a waste basket, when something strangely familiar in the writing caught her eye, and this is what she read:

"And are you jealous of my duty? As well compare a gorgeous hot house rose to a drooping wayside daisy! I am longing for the time to come when I can call you mine, and in Italy, 'the land of sun and song,' we can be happy together. Yours devotedly,
"ROBERT."

The words swim before her eyes, and stunned and blinded she gropes her way to the bed and falls upon it. "Oh, God!" she cries, "I had not expected this; oh, Robert, Robert! how could you do this wrong?"

Great tearless sobs shake her convulsively, as she buries her face in the pillows.

At length she arises, and with a set, white face, in which stern, resolute lines have already appeared, adding years to the girlish features, and, with a hand that does not tremble, she pens a few lines, and inclosing them with the fatal scrap, in an envelope, addresses it to Robert, and places it where he must discover it upon entering the room. This done, she replaces her white gown with a sober traveling dress, takes her baby's picture and

a sunny curl of its hair from the drawer, and with silent tears wetting her cheeks, places them in her satchel with some other things, ties the ribbons of her plainest bonnet beneath her chin, and turns to leave the room.

As she does so, Robert's pictured face smiles down at her from its frame. She pauses irresolutely before it an instant, and, with all her soul, looks up into the eyes that seemed so full of loyalty and truth.

Thus gazing, a softer expression comes into her pain-drawn features, to be quickly replaced by a sterner one, and hastily dropping her veil, as if in fear her courage will desert her, goes out into the hall, down the softly carpeted stairs, and out of the house in which she has been so happy.

At the railway station she is just in time to catch a train going city-ward, and a few minutes later stands amid the babble and confusion of a great depot.

She hurries out into the street, not caring where she goes, only to get away—away from some horror that seems to be pursuing her. She does not heed the warning gestures of the policeman at the crossing, and he does not reach her side until cruel hoofs have struck her down, and she is lying bruised and unconscious, with pitying faces bending above her.

Willing hands raise and carry the limp burden to the sidewalk. The patrol wagon is summoned; she is tenderly lifted therein and slowly driven to an hospital.

Upon their return, not finding Alice in the grounds or the lower part of the house, Robert went immediately to her room, while Olive went into the parlor. The first thing his eyes fell upon was Alice's farewell message. Hurriedly tearing the envelope open, he was amazed to read its contents. In the utmost bewilderment he read the scrap over and over again, suspiciously like his own writing, yet words that he had never penned. What could it mean? And Alice, his dear little wife, had thought him guilty of such baseness, and had fled from him as from a leper.

His face burned and he shook as one in an ague. As he stood there stunned, and unable to fully comprehend the situation, Olive's full, rich voice floated up to him:

"Oh, my love! I loved her so;
My love I loved long years ago."

Soft, yet clear and distinct each word came to him, burdened with an anguish none but a woman, mistress of her art, could express.

As he listened, the picture of his wife's pathetic face rose up before him, and her strange coldness was explained. Fool that he had been not to see the jealousy she had so skilfully tried to conceal, and with the thought his heart ached at the remembrance of many trivial things (to him) that must have caused her pain, done all unwittingly on his part.

He started as one aroused from a sleep, and hurried to the parlor. Handing Olive the letter he exclaimed:

"Miss Duane, what does this mean? Alice has gone, and I have found this in her room."

She read the scrap first (crimsoning the while), and in much confusion replied:

"This is a bit of a letter from the gentleman to whom I am engaged. He is now with an invalid cousin, and this is part of a reply to one of my letters, in which I teased him in regard to his devotion to her. In opening the envelope I tore the letter and must have dropped this piece. I did not tell Alice my secret, intending to surprise her with an invitation to my wedding, but this has betrayed me."

She ended with a merry little laugh that quickly died upon her lips when she noticed Robert's grave, pale face.

"Unfortunately it has done worse," he sadly answers. "Your Robert's writing bears a close resemblance to my own; read Alice's note and see how cruelly the poor child has misjudged us."

She did so, and sprang to her feet, white and trembling. "How could she think such a thing of me!" she angrily exclaimed.

A groan was the only answer, and seeing the distress on Robert's face her anger disappeared, and anxiety for her friend took its place.

"She cannot have gone far, and perhaps some of the servants can tell which way she went."

She quickly summoned them, but none had seen their mistress leave the grounds. Robert and Olive hurried to the station, and there better success awaited them. They soon learned that she had boarded a train going to the city.

The next train bore them in the same direction, but arriving there, all trace of her was lost; none of the depot officials remembered seeing any one answering the description.

After hours of maddening suspense they found her lying white and still at the hospital. Robert's heart sank within him when he looked down upon the sweet face, as rigid and set as in death. Scarcely a breath fluttered over the wan lips, and the golden hair was dabbled with blood above the bandage that concealed the cruel gash in her temple.

"Would she live?" agonizingly he asked the question of the grave physician in attendance, and broke down utterly, when he received no response. Olive tried to soothe him as best she could, but the sight of her friend's face, so like unto death, completely unnerved her, and she was led almost fainting from the room.

All through the night Alice lay in that death-like trance; only the feeble, fluttering heart betraying that life still lingered.

All through the weary hours the physicians remained by her bedside, and Robert paced silently to and fro.

With the first gray gleams of coming day a faint color struggled into

her wan face, and the doctors exchanged more hopeful glances. Robert saw this, and quick to interpret their meaning, sent up a glad thanksgiving from his grateful heart.

Days passed, in which hope and despair struggled in turn for mastery, and at last Alice awoke to consciousness, to find Robert and Olive, pale and haggard with watching by her bedside. She looked around her in amazement, and her eyes, resting for one moment on their careworn faces, she turned from them, her eyes brimming with tears, and her lips trembling pathetically. Robert clasped her to his heart, and in almost incoherent words, poured out an explanation.

Alice beckoned Olive to her and feebly craved her pardon, and Olive generously silenced the contrite words with kisses.

It was months ere Alice recovered sufficiently to attend Olive's wedding, looking very pale and childlike; she reached up to kiss the bride—looking so gloriously beautiful in her bridal robes—after the ceremony.

Robert Young has never allowed anything to come between himself and wife—not even his beloved music—since he came so near losing her.
—*The Metropolitan.*

THE GREAT KEY WEST-SHUN.

Mary had a bashful beau
Who came a long time a-cooing;
Then she, from pity of his woe,
Saw she must aid his wooing.

So, making rosebuds of her mouth
And with her heart a-quiver,
She said her pa was going South
To see a lovely river.

"Now, Charlie, guess its funny name."
She told the youth elated,
And when he couldn't she, aflame,
"Cried, "Kissimee," and waited.

Alas, she waited all in vain,
The lover was so stupid,
"Ah, me," she sighed, "I must be plain;
Do give me courage, Cupid!"

Then gaily laughed. "Key West, you know
Unhealthy is for strangers;
What must I say if pa should go
To warn him of his dangers?"

"You tell me," spoke the lover flushed,
Afraid to make suggestion.
"Why, Charley, I will say," she blushed,
"Won't you, Pop, the Key West-shun?"

—*Tid-Bits.*

INEXPERIENCED, VERY.

"What kept you out so late last night, Harry?" asked a thoughtful young wife of her husband.

"That confounded night-latch, darling. I couldn't find the keyhole," he responded with confidence.

"Oh, you poor dear!" she said innocently. "I'll have the man come and fix it this very day."

It is needless to remark here that she was a very young and inexperienced wife indeed.—*Ex.*

For the MONTHLY.

SCANDAL.

Quoth Mrs. Boggs to Mrs. Brown,
 With demeanor much excited,
 "Heard you what's the talk in town?
 To tell you I'm delighted."
 Mrs. Brown at once replied,
 While placing arms akimbo,
 With mouth and eyes each open wide,
 "Is there any one in limbo?"

"No," said Boggs, "I wish they were;
 Then some folks would be better
 Employed than making such a stir,
 With good example set her.
 At Mr. Jones' there's a strange
 Young man arrived to visit
 Miss Jones, who teaches on 'The Range,'
 And asks whose business is it."

"The Range" being difficult to climb,
 Miss Jones rode a horse to reach it;
 Thereby she saved her self and time
 For the school—she was glad to teach it.
 Chattered Boggs: "They both rode up
 So rapid their horses broke
 From a trotting gait to a gallop,
 That *made each one to smoke.*"

"Dear me! dear me!" said Mrs. B.,
 "I must leave my household labor,
 And immediately must go to see
 Mrs. Smith, my next-door neighbor."
 To whom was told Miss Jones and beau
 Went riding out—no joking—
 Those who saw them say, you know,
Each one of them was smoking!

Granny Smith exclaimed, with staring eyes,
 "I believe it—she's so curious.
 Such goings on don't me surprise;
 If my girl, I'd be furious."
 Granny S. marched out to Mrs. Muggles',
 To find how she received it,
 Turning the news in mental struggles,
 Until she really believed it.

This was how Mrs. Muggles got it:
 Miss Jones, with a strange young man,
 (Was she anxious? No, that's not it;
 She was telling how the story ran)
 Were riding so fast on "The Range" track,
 At the same time laughing and joking,
 The saddle slipped from each horse's back,
But the riders kept on smoking!

Mrs. M., imbued with carrying zeal,
 Trotted over to Mrs. Black, faster
 Then ever she went for public weal,
 To tell the dire disaster.
 How "Proud Miss Jones had come down
 To being such a rash one.
 It must be true—'twas over town—
She smoked, and rode man-fashion!"

Mrs. Black, whose eyes and tongue
 Corresponded with her name,
 Strong of limb, and long of lung,
 And noted for gossiping fame,
 Told, when the sewing circle met,
 As she moistened her lips with saliva,
 That "Miss Jones *smoked on a bet,*
And rode like 'Lady Godiva!'"

S. E. F.

HE HAD HOBNOBBED WITH ROYALTY.

"Now, when I was over in Europe," said the boastful passenger, "I had *entree* to the best society. I moved constantly in the upper circles. There was scarcely a day during my stay in the Old World on which I did not dine with the nobility. The very last time I sat at table in Europe—only a few hours before my departure for home—it was with three kings and two queens."

"If you could move in such society as that, why did you hurry back to America?"

"Because the other fellow held four trays, and cleaned me out."—*Ex.*

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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If you do not receive your book regularly, kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

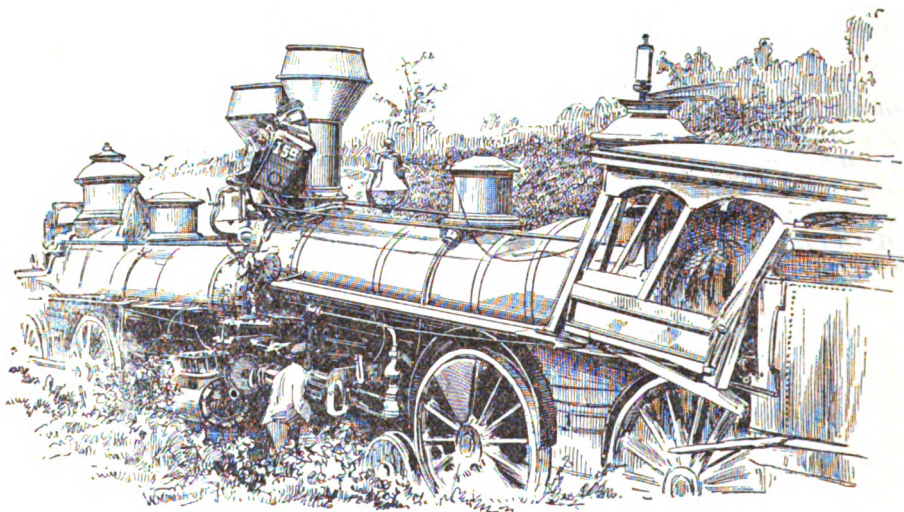
THE SILVER CREEK COLLISION.

The terrible collision which occurred September 14, is now undoubtedly well known to all our readers with all its particulars, and all are probably aware of the result of the inquest held upon the unfortunate victims. The daily press has not, however, given the particulars as to its cause, and it is quite likely that with the exception of a few interested or near the scene of the accident, the public have no clear conception of the matter, but have a confused idea that in some way the responsibility for the accident is divided between three persons, Conductor Harrison, Engineer Brewer, and Flagman Reed. The ill-fated train was an East bound excursion train running as the second section of No. 36, and at Dunkirk received the following order: "C. and E. 2d 36, Dunkirk. No. 37, engine 65, has until 9:25 A. M. to make Sheridan, and No. 41, engine 33, has until 9:30 A. M. to make Summit for you. Meet and pass No. 29 at Silver Creek instead of Summit." This order was properly signed and "O. K'd." Nos. 37, 41 and 29 were West bound trains and were in the order named; 37 ahead, with a "time" order to Sheridan for 2d No. 36, 41 next, with a "time" order to Summit for 2d No. 36 and 29 last, with a positive meeting order. The engine of No. 41 broke down at Farnham, the stations west of Farnham being Irving, Silver Creek, Summit and Sheridan in the order named. The conductor of No. 41 sent a flag on No. 37, with directions to go to Irving and hold 2d No. 36 there, but No. 37 passed Irving without stopping, and so fast that the flagman could not get off, so he went to Summit where No. 37 met 2d No. 36, it (No. 37) having failed to make its meeting point at Sheridan. It will be observed that the flagman had passed Silver Creek and gone to the first station west, and this seems to have been one of the principal reasons that induced those in charge of 2d No. 36 to pass Silver Creek without waiting for No. 29. Engineer Brewer says that flagman Reed told him that No. 29 would stay at Irving until 2d No. 36 arrived there; but Reed says in his testimony that he said nothing about

No. 29, and knew nothing about it. We give the testimony in full of Conductor Harrison and Flagman Reed.

Conductor W. H. Harrison, who had charge of the excursion train, was the next witness called, and as he was being put on the stand District Attorney Arthur B. Ottway told him that if there were any questions asked in his examination that he felt would criminate him, he would be justified in refusing to answer. Mr. Harrison in reply said that he did not care to cover up anything; that he wanted to make a plain statement, without any intention of hiding any facts.

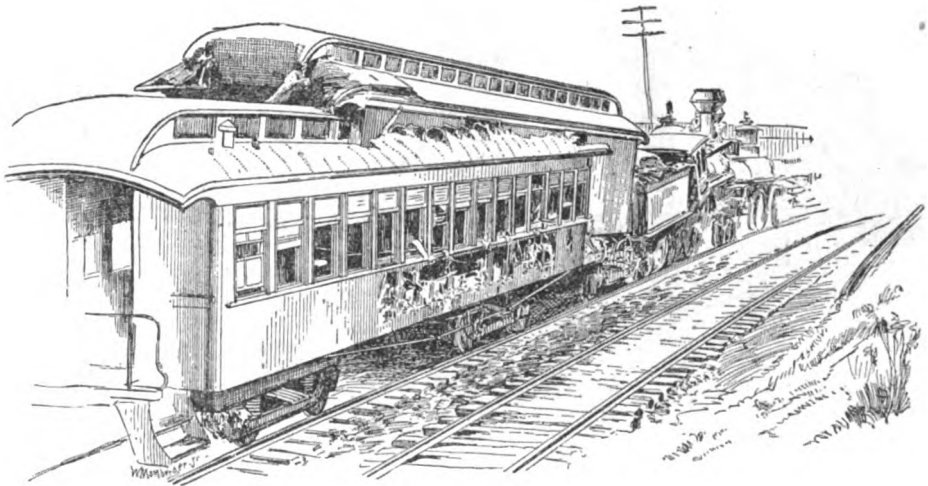
He was then sworn, and testified substantially as follows: 'I have worked on this road ever since it opened. I was in charge of the second section of train No. 36, on the day named. The last order I received on the day of the accident was the one I received at Dunkirk. The order was the same as that sworn to by the dispatcher. No. 37 did not make their time order at Sheridan. They were at the Summit when we arrived there. As we passed the Summit station the conductor and engineer of No. 37 were



standing in the door of the telegraph office. They spoke to me and said: 'The excursion train will get laid out. No. 41 is broken down east of Farnham.' When we got about half way down the side track I looked at my watch to see when the variation was up so that we could pass the east end of the siding and go ahead. I saw the time was up all right. Probably a minute after that, as I was looking down the track, some one tapped me on the shoulder. I looked around and saw it was the flagman, Mr. Reed. I asked him a question as to how he got up there. He said he came there to flag us. He was on No. 41 and it broke down in the 'Hole,' east of Farnham. 'The engine is all busted up,' he said; 'No. 29 is behind time and will shove them over to Irving siding when they get the engine fixed. They will hold you at Irving siding, but not any longer than they can help.' He said he was sent to flag us and hold us until they arrived there and not let us pass Irving siding. I asked him if he had told Mr. Brewer. He said yes, he had told him and had come back to tell me. That was all the conversation I had with him. We then went to Silver Creek and stopped at the station. I went to the telegraph office for orders. They said they had none for me. My reason for going was that I could not see the signal block, which was on the opposite side from me. I am not certain about my making a signal for the train to go ahead. My intention

was to go to Irving siding. I understood that the flagman was from train No. 41, and train No. 29 was behind train No. 41. I supposed the flagman came from train No. 41, and did not understand that he had received any instructions from train No. 29. I had no conversation with any one about the propriety of leaving Silver Creek. I did not think it necessary. I made no remark that I would take the risk of running to Irving. The flag was at the Summit, $1\frac{3}{4}$ miles west of Silver Creek. The flagman had no business west of Irving siding except far enough to protect his own train. The reason I passed Silver Creek was on account of finding the flagman at the Summit and from the instructions I received from him in regard to going to Irving siding, which was the first siding we could reach west of train No. 41. In certain cases the flagman has the right to change the orders of a train dispatcher. It was right for train No. 29 to pass No. 41, and continue to Silver Creek on the 'meet and pass' order. My opinion is that the whole blame rests with the flagman. No. 41 did not know its flag had gone to the Summit."

Questioned by the foreman: "You must have been relying upon some one upon train No. 41 to notify No. 29 to not pass, wasn't you?"



"He, the flagman, came with the instructions from the conductor of No. 41. I supposed of course that they, the men on train No. 29, would take their instructions from the conductor of train No. 41."

"So you went in violation of your 'meet and pass' order, expecting that the authorities on train No. 41 would notify the authorities of train No. 29?"

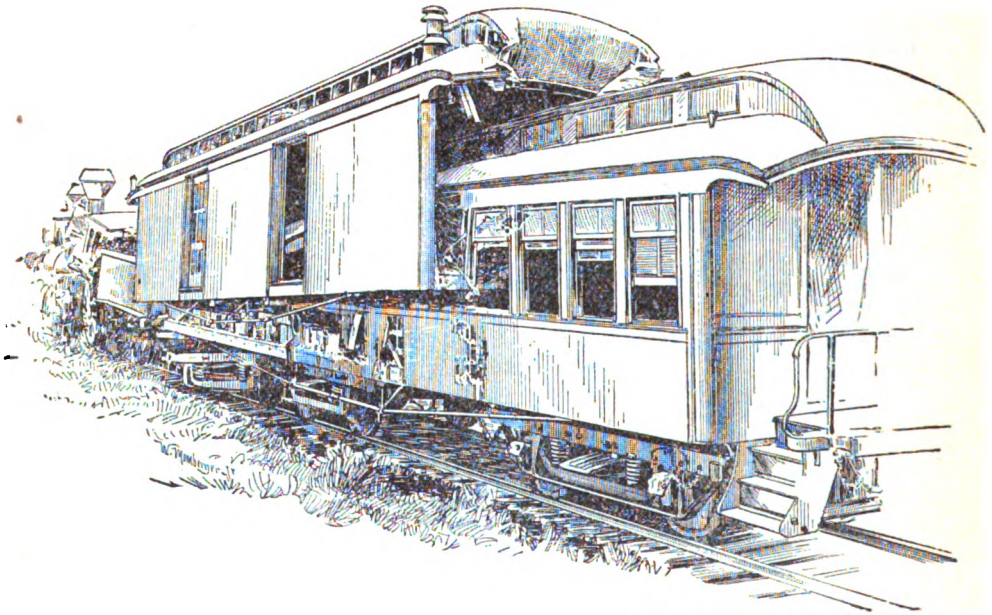
"Yes sir."

"The flagman," he continued, "did not say anything to me about being carried by the Irving siding. I have seen nothing of Engineer Brewer since the day of the accident. In circumstances of this kind I think the orders of the flag supersede a train dispatcher's order."

Read testified as follows: "I got on train No. 37, which was ahead of us. I went to the Summit on that train. It was going too fast for me to get off at Irving siding. The train on which I run was on the main track when I left it. I did not see the trainmen on No. 29. Train No. 29 had not arrived when I left my train, and the excursion did not arrive until five or six minutes after I reached the Summit. I told Mr. Brewer, engineer of the excursion train, that engine No. 33 was broken down east of Farnham station, and

to hold his train at Irving station until train No. 41 arrived. I had no further conversation with him about flagging. I told Conductor Harrison the same thing. I had no further conversation about train No. 29, as I knew nothing about that train. I rode back on the train to Silver Creek and expected to go to Irving siding. I was standing on the step about the fifth or sixth coach from the engine. I did not speak with Harrison or Brewer at Silver Creek, nor have I spoken to them since the time I delivered the order. I told the conductor of No. 37 that I wanted to go to Irving siding to flag the excursion train, but he said he would not have time to leave me at the siding, but to go to the Summit and flag her there."

Conductor Harrison and Engineer Brewer seem to have taken it for granted that because the flagman went west of Summit that he did so on purpose to have 2d No. 36 run to Irving to meet No. 29, and Harrison undoubtedly understood from his quotation



of the flagman's language that arrangements had been made by the conductor of No. 41 to hold No. 29, and that the flagman had been instructed to inform 2d No. 36, that No. 29 would be so held, while the fact undoubtedly was that the flagman knew nothing at all about the order for No. 29 and 2d No. 36 to meet at Silver Creek. Certainly it is not at all probable that he would know anything about it. The supposition that he did and had been sent to have 2d No. 36 run to Irving for No. 29, was a very natural one for those in charge of 2d No. 36, as the mere circumstance of finding the flag west of Silver Creek would indicate that it was sent there for the purpose above named, but it will not do to run trains on supposition, and it is the opinion of the writer that had the flagman received specific instructions from his conductor to the effect that No. 29 would be held at Irving, and those instructions definitely delivered to the conductor and engineer of 2d No. 36, they would not then be justified in passing Silver Creek except under the protection of a flag of their own. Messrs. Harrison and Brewer are both men of long experience in train service, and as such it was perfectly natural for them to think that the conductors of No. 29 and No. 41 had made arrange-

ments to help the excursion train along and delay them as little as possible. It is even possible that had they been men of less experience, the accident would not have occurred at all. This may seem to some a singular proposition, but we believe it is well founded. These men comprehended the entire situation at once on hearing that No. 41 was disabled, and took it for granted that those in charge of No. 29 and No. 41 had done as they would do in like circumstances, immediately provide for the passage of other trains with as little delay as possible, while it is likely that men of little experience would not have thought of anything of the kind. It is well known that under certain circumstances, conductors and engineers violate rules and orders and are justified in so doing, not only by their superior officers, but would be in any court if occasion required. As the question of responsibility is to be passed upon by a competent court, we forbear further comment at present, but may recur to the matter again after a decision has been reached in the courts. Meantime both conductor Harrison and Engineer Brewer have our sincere sympathy and our best wishes for their acquittal of the charge made against them. The anxiety and grief they have already undergone, should plead powerfully in their behalf.

By the courtesy of the *Railroad Gazette*, we give illustrations of the accident, and every experienced man will at first be surprised to note that the collision was not a severe one except in its fatal results. The concussion certainly could not have been severe as is shown by the appearance of the engines. Neither of the stacks were broken, and the flue sheets were not injured and many collisions much more severe have occurred where there was no personal injury and but little damage to stock.

The *Gazette* says in regard to it, "We may be certain that with a train of well built Pullmans, provided with approved coupler-buffers, there would have been no telescoping from any such force as this," and "Even with ordinary passenger and baggage cars there would probably have been some broken sills, and perhaps a general smash-up in one end of some car, but hardly such a fearful case of telescoping as the two views of the cars show."

At first glance this seems entirely plausible, and that there must have been something radically wrong about the equipment, but we must differ even with so eminent an authority as the *Gazette*, and submit it as our opinion that even the best built Pullmans would have made but little difference in this case. In ordinary collisions, the damage is done in the first shock of the collision, but in this case it is plainly evident to us that the telescoping was done after the first shock and by the steady "push" of the heavy freight train against the passenger coaches which by the application of the air-brake were as solid as adamant. We are fully satisfied that if the brakes had not been applied to the passenger train at all, the telescoping and consequent fearful loss of life would not have occurred. The damage to the engines and to the freight train would have been greater as a matter of course, and there would have been less chance for the engine men to escape. We do not wish to be understood as censuring in the slightest degree, Engineer Brewer for applying the brake. Had he failed to apply it, he would have been derelict, as it is the duty of all trainmen to use every endeavor to stop the train in case of emergency, and no human being could be expected to know at such a time that it might be better not to do so.

The dispatches at the time of the accident stated that the draw-bar of the baggage-car was higher than that of the smoker next to it, and it is more than probable that it was true, and that is also one of the causes of the telescoping, but it does not necessarily follow, as seems to be inferred by the *Gazette*, though again on first thought the inference is a natural one, that the equipment was poor or defective. It is not unusual for the draw-bar of an empty car to be higher than that of a loaded one, and in this case the smoker was heavily loaded, "crowded" according to all accounts, and probably nothing, or at least comparatively nothing in the baggage car. Personally we know nothing of the "Nickel Plate" equipment, but we are informed by good authority that it is excellent.

FARTHER IN REGARD TO MR. CURTIS.

We have received the following letter concerning the communication in the October MONTHLY in regard to Mr. Curtis, late Superintendent of the Michigan division of the L. S. & M. S. Ry.:

ELKHART, IND., Oct. 11, 1886.

EDITOR MONTHLY:—It is with much regret that I notice an article in the October issue of the MONTHLY, signed Ex-Conductor of the L. S. & M. S. Ry., besmirching the character of our late Superintendent, Mr. J. E. Curtis. I did not know the MONTHLY was for this purpose. Now I hold one man just as amenable as another for his acts, be he either conductor or superintendent. I have known Mr. Curtis for the past twenty years, and while he has his faults, he has also many good qualities that endear him to his men, and I venture the assertion that this same conductor will look some time for a superintendent that will overlook and put up with more from his men than Mr. Curtis. I have been under him for the past fifteen years, and have been punished by him as severely as any man on the road. Why? because I did not do as I ought. Possibly the same with the writer of the article referred to, who does not have the manhood to sign his name to an article that all may know who he is, and furthermore I do not believe Mr. Curtis ever so belittled himself as to smirch the character of this ex-conductor to try to prevent him from earning an honest livelihood on this or any other road. It looks like a case of mud throwing and living in a white house or in other words hit the man that is down; he has no friends. I but echo the sentiments of a number of men on the Michigan division L. S. & M. S. Ry.

Yours in P. F.,

L. R. HARKNESS.

Bro. Harkness is a member of the Order, and we know him to be a reliable, trustworthy man, and Bro. G. W. Huntley, who is also reliable, informs us that our correspondent is mistaken in his charges against Mr. Curtis. Certainly we do not wish to do Mr. Curtis any injustice, nor does the MONTHLY intend to do injustice to any, or to publish anything against any person that is dictated by personal ill-will, neither does it believe in attacking a man, because he is "down," but it does intend to make public unjust treatment of railway employes whenever it comes to its knowledge, no matter by whom or in what position. If the charges made against Mr. Curtis are true they should have been made public long ago, and we think those cognizant of anything of the kind should have spoken long before, and not waited until Mr. Curtis lost his position.

The communication in the October number was written by Mr. A. H. Graves, of Toledo, Ohio, who is well known to many of our readers, though unknown to us, but his character as well as the truth of his assertions were vouched for to us by well-known and reliable members of the Order, and since the publication of the article we have received letters from many others confirming and adding to the statements of Mr. Graves.

No one can deny that it is rumored that Mr. Curtis had men in his private employ, who were paid by the company, neither can it be denied that it is rumored that he accepted money for advancing or employing men, and while no man should be condemned on rumor or hearsay, such rumors must have weight when other facts are known to be true, and if Mr. Curtis has treated employes under him as charged he has given reason for belief in the rumors.

If the charges by Mr. Graves are not true, then a great many men and members of the Order, whose characters cannot be questioned, and who *usually know* what they say, are mistaken.

That there are such men as Mr. Curtis is described as being, who occasionally hold positions of authority, is undoubtedly true. It is a hard matter to learn the truth, while they hold those positions, for those who know, generally consider it best to wait and keep

still so long as they are under the authority of such men, for they well know that the chances are greatly against them, and that they would undoubtedly lose their situations, should they say anything and their identity become known. One case comes to mind now, of a man who was for many years division superintendent on a leading road; his name is omitted for the reason that he has been in his grave for several years, and it is said by those who ought to know that regret for his conduct when in power and the disgrace of his dismissal placed him there. This man made a practice of abusing his employes, and was finally dismissed for defrauding the company. After his dismissal he called one of the conductors to his office and asked him to bear false witness against another to clear him if possible.

If the charges against Mr. Curtis are not true it would seem that it would be an easy matter to show that they are *untrue*, especially in some individual cases that have been cited, and we would certainly be pleased to see the proofs forthcoming, and will be only too glad to give them publicity as it is much more pleasant to commend a man for good treatment of those under him than it is to censure for bad treatment.

KNIGHTS OF LABOR AT CHARLESTON.

We had intended to say something in regard to the supreme selfishness of the Knights of Charleston, S. C., in taking advantage of the terrible calamity that lately befel that city to demand an exorbitant price for their labor, at a time when civilized humanity all over the world is contributing to the relief of its distressed citizens, and it is more than probable that at the very time these Knights were conspiring against their fellow-creatures in affliction, they were enjoying the benefit of these contributions. Mr. Allen, of the *Travelers' Official Guide*, comments so much better than we are able to do, that we feel justified in giving his remarks in preference to anything that we could say:

"True character shows itself in times of emergency. Men may claim to be governed by the principles of honesty, when they have not been tempted—to be brave, when they have no danger to face—to be just, when injustice is unremunerative, but the time is pretty sure to come, sooner or later, when such claims will be put to the test.

"Such an opportunity of testing the high minded principles which it is claimed actuate the members of the organization known as the 'Knights of Labor,' was furnished on the occasion of the late lamentable earthquake at Charleston, S. C.

"From every section of the country, and from across the water, heartfelt expressions of sympathy for the residents of that stricken city were poured out, and the several communities vied with each other in the amount of their contributions for the relief of the afflicted. In the city itself all were suffering together, and all, it might be supposed, would be ready to encourage and help one another.

"There were many such cases. Compositors stood nobly at their cases, and aided greatly in restoring confidence by enabling the publishers of the daily press to issue their papers as usual, as soon as it became practicable to do so, while railroad companies—those soulless corporations—themselves no small sufferers from the common destruction, granted free transportation to all refugees who desired to leave the city. In an emergency of this nature any men possessed of the slightest sense of decency would have been glad to help their fellow-citizens out of their troubles without regard to compensation.

"Let us see how the Knights of Labor acted. Even while the earth beneath their feet continued to tremble, with their eyes ever open to the main chance, these high-minded Knights took their calamity stricken fellow-citizens by the throats and demanded an extortionate increase in their rates of wages. This, let it be borne in mind, was not the act of a few individuals, but the deliberate resolution of a formal assemblage.

"To take advantage of their fellow-sufferers at such a time was worse than highway robbery. Men who could be guilty of this action, under the circumstances, are no better than criminals who combine in their characters the worst attributes of the sneak thief, the assassin who stabs in the back, and the ghoul who robs dead men's graves. If the General Assembly of the Knights of Labor fails to severely condemn the action of those of the Order who have been guilty of such an outrage, and to demand their expulsion, the whole Order must be held responsible. The people of this country will then understand what they may expect from that organization whenever a great catastrophe overwhelms them, and a similar opportunity is presented."

SWITCHMEN'S STRIKE IN MINNEAPOLIS.

We have neither time nor space to comment upon this strike, but give copies of letters from the local organizations of the conductors, yardmasters and brakemen in Minneapolis in response to statements of the switchmen that they would soon be joined by the other railway organizations; also a clipping from the St. Paul and Minneapolis *Pioneer-Press*.

DISGUSTED UNION SWITCHMEN.

A *Pioneer-Press* reporter yesterday ran across several strikers who were badly disgusted with the action of the union. One of the most intelligent switchmen of the St. Louis yards, said:

You may think we all wanted to strike. It is not such thing. The whole trouble came from a few men who could take their second shirt and walk to the next town any time. There was a good deal of politics in this. They thought it would benefit Ames. This strike was not brought about by the cool-headed switchmen. They had to go out for fear of violence. One day when the question of a raise was being agitated, Mr. Truesdale promised us a raise of wages. He was going to give day men \$5 a month additional. There are lots of the decent switchmen who are disgusted.

NOT IN THE STRIKING BUSINESS.

The following communication explains itself:

MINNEAPOLIS, Oct. 17.

TO THE EDITOR:—In your Sunday's issue you state that the striking switchmen say that within a very few days their forces may receive numerous acquisitions from the different railroad orders. Among those societies you mention the Order of Railway Conductors and the Yardmasters' Mutual Benefit and Aid Association. Allow me, as the chief executive officer of the O. R. C. and secretary of the Y. M. M. B. A. of that city, to correct this erroneous assertion, and to assure the public that no such move is contemplated by the two organizations mentioned.

H. STAPLES.

We, a committee duly appointed at a special meeting of W. S. Kemp Lodge No. 122, Brotherhood of Railroad Brakemen, at St. Paul, of which organization a great many brakemen of both freight and passenger trains entering this city are members, wish to say in reply to an article which appeared in one of the daily papers in the issue of Sunday, Oct. 17, 1886, that we are not in any way connected with the switchmen's strike; that we are not a striking organization, and further, we have no grievances to present. If there are any brakemen that are members of the Brotherhood of Railroad Brakemen that are connected with the switchmen in their strike, they are connected with or controlled by some other organization, and not by the Brotherhood of Railroad Brakemen. Further, that our Grand Lodge is not located at Chicago, as stated, but is located at Galesburg, Ill. Further, there was no communication, either by wire or by mail, with our Grand Lodge regarding this matter; and last, but not least, we are not going to strike. Whoever gave the report regarding the brakemen, was some one who did not know whereof he spoke.

We are respectfully yours truly,

H. E. SHORE,
W. D. MATHER,
J. A. WISNOW,
Committee.

The railroad companies have announced, it is said, that they will not arbitrate with the striking switchmen. We understand their position to be that these men have left their employ, and that therefore they have no relations with them—no differences of any

kind to adjust. The time to have asked for an arbitration of differences was before they left the employ of the company, not afterward. When the men in their employ have any grievances they are ready to listen to them and to adjust them upon any of the recognized principles of justice. They have nothing to do with men out of their employ. Whether the railroad companies would be ready to submit a demand for increased wages on the part of their employees to arbitration is a question which has never come before them in the only practicable shape in which they consider it—that is to say, it has never come before them in relation to the men in their employ, but solely to men who have abandoned their service. Their position is certainly a logical one. The fact of the matter undoubtedly is that, as far as the St. Paul switchmen are concerned, three-fourths of them were perfectly satisfied with their wages as they were. They went out because they were ordered out, not because they wanted to go. Probably three-quarters of them would return to work if they dared to do so.

“BE YE ALSO READY.”

A text has been provided us upon which a discourse of several pages might easily be written without exhausting the subject: Are conductors, as a class, more careless of their own interests than other men? This query almost daily presents itself to us, but it is very rarely that it is brought home to us with such force as during the last month.

A conductor *must* be prompt and punctual in the discharge of all duties in connection with his train, but does this enforced promptness incline some of us to a laxity in regard to our own personal affairs, simply because we can be lax? Can any member of the Order explain why it is that of the forfeitures in our Insurance Department, a large majority are those who have never paid a single assessment? Many, very many, comparatively, delay until the last moment before paying, but we lose but very few of those who have paid any assessments at all. Do members join the Insurance without any intention of keeping up their membership?

A brother joined the Insurance May 23, 1886; he was not assessed at all until August 1, and then for but one loss, only \$1; he had until September 30 to pay this \$1, but did not pay it. Under date of October 10, the secretary of his division writes, “Bro. ——— was buried here last Saturday, yesterday.” Less than ten days after the expiration of the time for payment, and by neglecting to pay only \$1, his family lose \$2,500.

Who of us shall say this may not be our own case if we neglect for *one day* so important a matter? If postponed one day, it may be overlooked or forgotten *one day* too long.

ENGINEERS COMPLAIN OF HIGH ASSESSMENTS.

“At the national convention of the Brotherhood of Locomotive Engineers, a discussion of ways and means for reducing the assessment in the insurance association was carried on, with the result of discovering a general belief that the benefits were too large. Now a brother losing a limb or an arm, his sight or hearing, receives \$3,000, and in case of death his representative gets that amount. The assessments have aggregated in the past year \$60 per capita, and the men say this is more than they can stand.”

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

BOSTON, Sept. 14, 1886.

EDITOR MONTHLY:—Thinking an account of a recent trip over the Fitchburg R. R. and Hoosac Tunnel line would be appreciated by a number of the brothers, and serve to recall pleasant memories to those who reached and left Boston via that line in '84 on the occasion of the holding of the Grand Division here, I will indite the experience undergone by myself. By the courtesy of Mr. J. R. Hartwell, Division Superintendent of the Eastern Division of the Fitchburg R. R., your correspondent found himself seated in one of the magnificent coaches attached to the 8.30 A. M. Syracuse Express, on Wednesday morning last. On leaving the elegant depot the eye sees on all sides evidence of skillful management and abundant success. The long lines of handsome coaches, the immense freight yards teeming with life are subjects for consideration, and you wonder how so much can be done by one man and be so well done. But in Mr. Hartwell the F. R. R. has one of the most competent R. R. men in the country, one who cares alike for the interests of employer and employe, and I am informed it is to the fact that he considers the interests of master and servant identical that such success has attended his administration of the affairs of his office. Would there were more like him, but managers are growing to recognize the fact that it pays to have such men in superior positions and are quick to act thereon. Well away we go out by Bunker Hill past the immense grain elevators where is loaded the greater part of the grain exported from Boston to Europe. On out through Waltham, famous for its make of watches of that name. Soon Concord is reached, historic ground this. Here the first battle of the Revolution was fought by our forefathers, and here began the struggle which made us what we are to-day as a nation. The scenery here is exquisite, grand. Well kept farms abound with their sleek cattle, their pretty lawns, babbling brooks meander toward old ocean, and the heart is made lighter and happier as the traveler gazes upon this beautiful picture of nature. On we go, passing beautiful cities, towns and villages resplendent in the sun of this beautiful September morn. Soon Fitchburg is reached; alighting we notice a number of men with mystic badges on their vests—a glance tells us they are the pins emblematical of the O. R. C. Soon mystic signs are exchanged, and he who was before a stranger is now a brother. Among the brothers so met here Bro. Barnes C. C. of 146. We see he wears brass buttons now, glad to see it Bro. B., merit deserves its reward and though slow it comes at last. Leaving Fitchburg we are soon speeding through one of the most beautiful sections of country mortal eye ever gazed upon, the Greenfield Valley. The route now lays along the lazy Deerfield River, tall hills are seen in the distance, and after leaving the valley the tourist can be treated to some grand mountain scenery. Soon the famous Hoosac Tunnel is reached; who that has never seen it can imagine the immensity of this most remarkable piece of engineering. When we stop to consider that twenty years were consumed in boring through this immense mountain, the work progressing from both sides simultaneously, that its length is five miles and you are full ten minutes in the bowels of the earth while passing through it running at express train

speed, for the track is as smooth here as in the outside world, we are compelled to marvel at the endowments nature has been so unsparing in lavishing upon man. The tunnel passed we are soon at the beautiful city of North Adams; here it lies nestled at the foot of lofty mountains rearing their heads high toward heaven. A walk about the city and a view from a neighboring hill convince us that here of all places is the place for a hot summer day; cool breezes come down off the hills and temper the atmosphere to so great an extent that the heat is hardly felt. Here the F. R. R. connects with the Troy & Boston, Troy & Greenfield, and B. H. T. & W. Line. Considerable business is done here as a short time spent at the depot convinced us. Soon we take our homeward way and at 9-50 P. M. are safely landed in good old Boston none the wearier for our day's outing. Now a word as to the management; its President is E. B. Phillips, well known all over the country as one of the most able railroad Presidents in America. Gen. Supt. Jno. Adams also has a reputation hard to equal; it can not be surpassed. Of Mr. Hartwell I have already spoken, but one is convinced that to keep this great road moving requires skill of the highest order. Its employes I found among the most courteous of any it has ever been my experience; I found in conversation with them that they are devoted to the interests of the company and why, because, as one of them informed me, our officers study our interests and we find it pays to study theirs. I hope at some future time to have the pleasure of repeating this to me most pleasant experience.

Yours truly in P. F.,

T. S. RICHARDSON.

Correspondent Division 122, Boston, Mass.

HORNELLVILLE, N. Y., Oct. 9, 1886.

EDITOR MONTHLY:—Permit me through the Magazine to have a little talk with the Grand Officers and members of the Order. The subject upon which I wish to speak, in my opinion is of vital interest to the Order, but only wishing to "sound a note of warning," I shall be as brief as possible.

Previous to reading the article from Bro. H. S. Chapman in the October number of the Magazine, I was informed of a proposed change in the place of the meeting of the Grand Division in May next, from New Orleans to Chicago. It was said to me by my informant that "delegates to the Grand Division at Louisville, Ky., held their commissions until delegates were elected by the Subordinate Divisions to represent them in the next session of the Grand Division to be held in New Orleans. Also that they—the delegates of last year—had the right and power whilst at their respective homes, by instruction from their Divisions to change the place of meeting of the Grand Division from New Orleans to Chicago. If such is the fact—which I most decidedly deny—then United States Senators and Congressmen while at *their* homes, have the right and power to enact a law, or amend or repeal a law enacted by the Senate and House or Representatives in regular session. How ridiculously absurd such a proposition, even though entertained by a Grand Officer. I hold that the Grand Division is a legislative body, and that no law can be enacted, amended or repealed; no resolution can be passed or annulled by those composing that body except in regular session. In my opinion there is but one way by which a change of the place for the meeting can be effected. That is by an extra or special session of the Grand Division called for that purpose by the Executive Committee.

If an extra session of the Grand Division must be called, why not call it for the purpose for which it is deemed necessary to change the place of meeting of the Grand Division, i. e. to enable the lawyer employed by the Grand Officers to fully explain to the Grand Division the laws of the State of Illinois respecting its acts of incorporation, as that appears to be the only reason advanced for the proposed change of place of meeting

of the Grand Division. But let me ask, would not the expense of an extra or special session of the Grand Division be as great, or even greater, than would be incurred by the attendance of the Chicago lawyer at the Grand Division in New Orleans? I earnestly hope that no Grand Officer or member of the Order will, from any personal, financial or other motive, permit himself to push this matter any further. In conclusion I would say, *Beware! my brethren, Beware!! You are treading upon dangerous ground.* Do not attempt to establish a precedent which if consummated will engender dissension and strife, and which will ultimately cause the *disruption* and *ruin* of the Order.

Very truly yours in P. F.,

W. L. COLLINS,
P. G. C. C.

ALLIANCE, OHIO, Oct. 11, 1886.

EDITOR MONTHLY:—Please allow me through the columns of our valuable journal to thank the officers and members of Division 177 who presented me with a handsome bookcase and secretary combined. If my past services as Secretary and Treasurer merit the gift, rest assured that the effort to please will be greater in the future. I am not the correspondent elected, but would like to say a word in behalf of Division 177, which was organized one year ago the 11th day of last May, with eleven members; we now number forty-three, one ready for promotion and four for initiation. We have thirty-one members in the Insurance, but sorry to say, that some of them are a little tardy about payment of assessments. I do hope that every member who has been in habit of holding on to his assessment notices until he gets a couple of them will read and profit by "A Personal Talk" sent them by the Grand Secretary, and also read editorial in October journal. I would and I think every member of the Order of Railway Conductors (if they were acquainted with him) like to hear a word or two from our very able correspondent elected, Bro. J. P. Altaffer, who wears a blue suit with gold buttons down in front. Again thanking the brothers for their generous and beautiful gift, I remain as ever

Yours truly in P. F.,

H. H. HAYER.

JUNCTION, N. J.

EDITOR MONTHLY:—Time rolls along rapidly and each month brings the MONTHLY to us chock full of interesting news from all points where the O. of R. C. reaches. As a journal, I feel proud of it, and am deeply interested in its welfare; and, while some of the brothers take exception to the way Bro. Daniels runs it, and go for him rough shod, yet, let them take the helm, and I am afraid the majority of them would fare badly. It is like running a "yard," only, no doubt more so; all very nice to look at on paper, but the practical experience is what tells. I think Bro. Daniels has the good of the Order at heart, and as such, should have the hearty support of every member. I have enough charity left to believe that if Bro. Daniels does make a mistake in the making up of the MONTHLY, or in expressions of his opinions or views on different subjects that come before him, he will acknowledge the mistake and give each brother a chance in the MONTHLY to either agree or disagree as to what Bro. Daniels says. That is, I judge so from communications I have seen in the last few MONTHLYS in which some of the brothers express themselves opposite to what the editor does. In reading Bro. V——'s letter from No. 46 I think he comes out a little too hard on honest brothers, but not half hard enough on dishonest ones. Where a brother uses the Order as a shield for his depravity I say weed them out, and the sooner the better. We are all apt to be deceived at times, but there is a way to find out an honest brother, and he won't have to carry a marriage certificate either. No doubt a great many of our Eastern brothers have a desire to go West, some for business, and some others for pleasure; but if Division 46 makes each

brother submit to such a rigid examination the number of visitors will be few and far between. The temperance question is getting to be one of great importance not only politically, but socially. Years ago, when a boy I can remember when a train man, after a day's trip, was not a "railroader" unless he drank his share of whisky, and when pay day came, to have a good time lasting two or three days. Of course there were exceptions. Now, all this is changed, and the day is not far distant when a man, to be a man, will not dare enter a saloon, much less drink. A railroad man, in this day, must have a clear brain to do his duty.

Now, Mr. Editor, if my remarks haven't tired your patience, I would like to say a few words as to Delaware Division. While I am not able to attend many of the sessions, yet from those who have the privilege to do so, I hear good reports that this Division is in good working order, and on a sound financial basis, while socially we are trying to reach a higher plane of perfection with the workings of the Order. Bro. Parker Titus, our worthy C. C., is back with us again, and has his old run on the local freight. Bro. Whit Barber, his assistant, has been running the South Branch peach train for the past six or seven weeks, and his melodious voice around Hampton was a thing of the past until this morning, when he came bouncing in "by golly" as fresh as ever. Bro. Sam Phipps, our worthy Secretary and Treasurer, has been on the sick list for the past week or so, but I understand he is getting around once more, especially his voice, which will rival any fog-horn when in a hurry to load cinders at Hampton. Bro. Eldridge Barber of Hoboken Division 68, had the misfortune to have a small piece of a gun cap fly in his eye July 4, destroying the sight. Some six weeks ago he went to Newark and had it removed. He is at present holding down one of the doubling engines, while Bro. Ed. Kline has his place on way freight, who, whenever he gets a car of freight or lumber that is taller than he is himself, especially Pamrapo freight, why drill it in at Hampton. Bro. Ed Hess is taking a few days off for his health for stopping his feet on Hampton crossing too long.

I do not know whether the brothers have talked about their delegate to the next grand convention or not, but when the time comes I hope to see Bro. Phipps elected again, not alone because his election again will make him a permanent member of the G. D., but because he is best fitted to represent our Division there.

Death has invaded Division 37, and after long months of suffering, Bro. McDonald has passed away. His remains were taken to Elmira, N. Y., for interment. The L. I. R. R. kindly furnished a special car for the relatives, friends, and escort, of whom Bros. Fenwick of 37, and Trausue of No. 12 were two. The last insurance notice calls for \$2,500 for Bro. McDonald's family. I am glad that his family will receive enough from the Order to keep them from depending on the cold charities of the world. Bro. I. F. Davidson is East again, and during part of August and September was dispatcher at Hampton. He is now at Jersey City.

I had best hold up, or the columns of the MONTHLY will never see this. With best wishes for the MONTHLY's success and of all members of the Order, I remain,

Yours in P. F.,

W. C. ROWLAND.

MOBILE, ALA., Oct. 15, 1886.

EDITOR MONTHLY:—It has been some time since anything has been said in the JOURNAL from this Division, but it is all owing to the dull season, and consequently nothing of interest transpiring. Very nearly all of the boys have been off on a vacation, and we have had but one meeting in each month, owing to the scarcity of members; but they have all returned now and have resumed work for the road, and will again resume work in the Division and make up for lost time. Our worthy Chief, W. H. Scholes, arrived on the 14th of this month, after an extended trip through the East and into Canada.

He seems (judging from his talk) to have had a royal time, but we have every reason to believe he behaved himself, as Mrs. S. accompanied him. Any way we are glad to see them both back safe, and hope that he will be benefited by his trip, and hold down the C. C. chair with the same dignity as he did before his departure. Our A. C. C. Pat. is the only one of the officers of Division No. 178 that has not been off on vacation, but he is talking of attending the convention of the Mutual Aid in your city, Nov. 17, and as he will call on you, I will not say any more about him, but leave you to judge for yourself.

I attended the organization of Pensacola Division No. 199 on the 3d of October. I was accompanied on that trip by Mrs. B., and both she and I are indebted to the brothers of No. 199, also to the visiting brothers, for kind and courteous attention. It made me feel proud of the Order to see the courtesies and favors showered on Mrs. B. by one and all of the brothers, especially Brothers Kidwell and McConoughy. It would be unkind in me if I should not mention Mrs. Kidwell, wife of Bro. Kidwell, who was the Deputy Grand Chief on that occasion, and also a resident of Pensacola. Mrs. Kidwell contributed the largest share toward entertaining Mrs. B. during our stay in their charming little city, and especially while we were organizing. To sum it up, our trip to Pensacola on that occasion shall forever have a cherished spot in our memory, and I hope that the interest in the O. R. C. will grow more and more, and that every brother will feel as proud of it as

Yours in P. F.,

T. E. BUCKLEY, Div. No. 178.

HOBOKEN, Sept. 27, 1886.

EDITOR MONTHLY:—Moses Taylor Division No. 168 has met with another loss in the death of Bro. Frank Gibbs of typhoid fever, Sept. 5, 1886. The funeral services took place at the church, Roseville, N. J., and were conducted by Roseville Lodge No. 143, F. & A. M., it being Bro. Gibbs' request. Past Master Smith made an appropriate speech. Bros. Hoffman, Charles and Dargavel of Division No. 168, O. R. C., and Night Dispatcher Hinson were selected as pall-bearers. The interment was at Upper Montclair, N. J. A special was furnished by our superintendent, A. Reasoner, and was manned by our deceased brother's crew. Hope to be able to send you a brighter report of No. 168 at the next meeting, as both notices have been of death.

Yours in P. F.,

W. W. MORE.

MONTGOMERY, ALA., Sept. 5, 1886.

EDITOR MONTHLY:—As it is seldom that you hear from this section, and especially from Division No. 98, I have concluded to write you a letter, though, as you will see, I am a poor writer, and worse than that, poor scholar; so I will ask you to make any necessary corrections.

The Order is growing in popularity in this part of the country every day. I have been a member for some time, and have had the pleasure of helping to organize three other Divisions, one at Selma, Ala., one at Macon, Ga., and one at Jacksonville, Fla. Several members of Division No. 98 aided in this good work, and I will say just here that they were royally entertained at each place. I will not attempt to give you any details in regard to either Selma or Macon, as some time has elapsed, and while a vivid recollection of the pleasure enjoyed remains, I am unable to particularize.

On the evening of July 29 Brothers Sala, Colman, myself and a number of others left Montgomery for Jacksonville. We were met at the depot by several of the charter members of St. Johns Division, and taken to the hotel, where our physical needs were provided for, and in the evening enjoyed a pleasant excursion to the beach, and returned to Montgomery after the organization, feeling well satisfied with our trip.

Division No. 98 is steadily increasing in membership, and I hope to see the day when she will be second to none in her influence for the good of the Order and its members. We have never yet received a visit from a Grand officer, and I think we have done well, considering our situation and advantages. We were much disappointed that Bro. Wheaton did not pay us a visit according to promise, and in fact, to be plain, we throughout the South think we have been somewhat slighted, and that Bro. Wheaton should have arranged to complete his trip through our section after recovering from his illness. Certainly a visit from him would be beneficial not only to us individually, but to the Order in general.

I very much regret to be obliged to chronicle the death of our worthy brother, R. H. McFarland. He leaves a wife and little daughter, in addition to numerous friends, to mourn his untimely end. He was borne to his last resting place by the members of the Order, and the funeral services were conducted by them. We are under many obligations to Division No. 180 for their assistance on the sad occasion, and particularly to Bro. J. H. Lattimer, C. C. of that Division.

Yours in P. F.,

R. H. HUDSON.

WESTWARD.

After a splendid trip *via* the N. P. R. and O. R. & N. Co. lines, we are safely landed in Dalles, Oregon. We were met at the depot by Bro. Weidner, and were soon nicely quartered in the Umatilla House, where we remained until Tuesday, Sept. 14. The union meeting of Division No. 91 held Sunday, Sept. 12, was a grand success, some forty brothers attending. The dinner at 6 P. M. was nicely prepared and greatly enjoyed by all present. Monday again we had a good meeting, with some twenty brothers present.

We would not do the subject justice if we failed to recount our experience as a fisherman while at Dalles. In company with Bro. Weidner, his estimable wife and son, and Mrs. E. A. Clem, we visited a salmon fishery on the Columbia at Celilo. 'Twas a sight long to be remembered. This fishery catch and dispose of from six to ten tons of fish per day in the busy season. Did you ever see a fish-wheel? It is built like an ordinary overshot water-wheel. The buckets are made of fine wire, and extend from the outer rim of the wheel to the hub. There are seven buckets or paddles in the wheel. The diameter of the wheel is about twenty feet. It is placed out in the current of the river, facing down stream. The action of the water on the buckets turns the wheel, and as the salmon run up the river they are scooped up by the wire netting, and as the wheel revolves they slide down to the hub, where a little trough slides them out into the boat. It is literally a self-fisher. While viewing this part of the work and hearing its explanation from Bro. Weidner, we looked down into the water beneath, and oh, what a sight! In a little channel, blasted out of solid rock, not more than six feet wide, the water not being over two feet deep, we saw salmon so thick that they almost touched one another, they ranging from eighteen inches to four feet in length. Two men were employed in catching them from a pool a little way below where we stood, and we were asked to try a hand with the nets. Mrs. Wheaton caught one, and came near falling in, Mrs. Weidner and Mrs. Clem two each, while your servant, wanting to excel as usual, captured four large ones, and had to have help to land them. There, I have told my fish story; let's have the next. We will not forget the nice lunch served on the train on our return by Mrs. Weidner. It was the finest caboose lunch I ever sat down to, and I have tasted a great many.

Tuesday we embarked on Columbia River for Portland, accompanied by a large number of the brothers and their wives. The trip was greatly enjoyed by all. The

scenery is as fine as can be found in the great West. The latter part, however, is partially hearsay, as your scribe was otherwise engaged during the latter part of the trip. We arrived at Portland at 6 P. M., where we sat down to a bountiful dinner prepared by the direction of Division No. 91, to which all did ample justice, and after a few hours' pleasant visit we said good-bye to our Oregon friends and brothers on the deck of the steamer *State of California*, on which we were to pass the next two days and test our seagoing capacity. "Whether 'twas better to stay on land and be well, or to go to sea and be sick," was the mooted question. And as we sailed away into the darkness we carried with us many pleasant memories of our first visit to the Dalles and Portland. We must not pass from this without noting our pleasant visit with Mr. Johnson, superintendent of the O. R. & N. Co. lines. Mr. Johnson has many warm friends at Kansas City, where he served a number of years as conductor. Among those friends our worthy Assistant, Bro. Coman, stands first.

Astoria at 8 A. M. The place is but a small town at the mouth of the Columbia River. The people live principally by the fisheries in that neighborhood. At this place it is said that during high water one spring the cook at the hotel caught a salmon in the kitchen and cooked it for breakfast. We can't vouch for the truth of this, and don't know whether Bill Jones could or not.

At 11 A. M. again we get under way. Just before leaving, the O. R. & N. Co.'s steamer *Oregon* comes to her dock, just from San Francisco, and reports a rough trip; and as we head for the bar, away to the northwest we can see a long line of white-caps rolling in, and we begin to wonder if it will be that way all the trip. The first hour all goes smoothly and nicely, when all at once you are reminded that you will soon be at the mercy of old Neptune. He is already reaching out his arms to embrace you. The deck is crowded with passengers. As we swing around the protecting point of land and the ship's head is turned oceanward, we notice that the passengers gradually disappear until only about a dozen are visible. This we did not think unusual, for we have always noticed that when people went fooling around a bar, they after a time disappeared—in both cases "seasickness," but in ordinary cases of this kind of sickness the "sea" is spelled with an "e" instead of an "a."

On the open ocean—and a truly grand sight! As the wind dies away the waves recede to a hardly noticeable swell that gently rocks our ship as she plows her way onward toward the Golden Gate. Away in the distance we can see the spouting whale, and once in a while a school of porpoises; otherwise the ocean, and nothing more.

Thursday morning, and all are astir early, as we approach the Golden Gate, and at six o'clock are treated to a most magnificent sight as we round the headland and enter that historic bay, and are soon at anchor at our dock in San Francisco. I would be remiss in my duty if I failed to mention Capt. Jasen and Purser Burns of the *State*. Both are worthy gentlemen, and fortunate indeed is he who is intrusted to their care.

We will not attempt any description of the Golden City. Bro. Post was soon on hand, and in company with him we made a trip to the Cliff House and the beach. He was untiring in his efforts to make our visit pleasant. On Saturday we changed our quarters to Oakland, and on Sunday enjoyed the union meeting with Division No. 115 at Oakland. Ten divisions were represented. We spent the afternoon and evening very pleasantly in company with the brothers there. During the forenoon we were taken in a carriage and enjoyed a very pleasant drive around the city.

Monday we turned our faces homeward at 3 P. M., in company with Bro. Calderwood of Division No. 195, who accompanied us as far as Sacramento. *En route* we met the veteran Andrew Rider, who is known to all conductors both East and West. Bro. Knight of Division No. 195 was conductor on the train at Sacramento. We said good-bye to all the brothers and crossed the Sierra Nevada Mountains, homeward bound, Tuesday. Sage brush and sand sum up the day.

Wednesday morning, Ogden calls the porter, and we are soon with the brothers of Division No. 124. During the forenoon we were taken for a drive up the canyon. At 3 P. M. were in the hall, and were surprised to see so many brothers out on a week day. The mutual conference was beneficial to all. At 10 P. M. we sat down to a banquet at the hotel. After the cloth was removed several speeches were made by the gentlemen present. While at Ogden I shook hands with Mr. Shepherd, formerly a passenger conductor between Omaha and Kansas City on the Mo. P. Ry. He has lately taken a passenger train on the D. & R. G. western.

Wednesday and Thursday were spent on the great D. & R. G. railway, the scenery along which has been so often described. We will simply pass it by, saying, Go and see it yourself, and then describe it.

We had good meetings at Pueblo, Denver and McCook, Neb., and were royally entertained by the brothers at all points, and after spending the day at Omaha in business for the Order, we left there Monday morning, *via* the always reliable C., M. & St. P. Ry., for Chicago, where we arrived on time Tuesday, Sept. 28.

We have thus feebly tried to give the brothers an idea of our trip, and we sit down at eventide and thank the Grand Chief Conductor of the Universe that our lines have been cast in such pleasant places. Returning our most sincere thanks to all who in any way assisted us in making our visit pleasant and profitable, we are

Your obedient servant in P. F.,

C. S. WHEATON.

GARRISON, MONT., Oct. 10, 1886.

EDITOR MONTHLY:—In the October issue I notice a war of words between you and Bro. Preston, and a remark to the effect that a red flag means danger when used in the train service.

Now, Mr. Editor, I think it is about time to send a man out to flag the O. R. C. It is nearing a wash-out, and if this petty bickering and fault-finding is not stopped, there will be a wreck, and one that cannot be picked up.

A house divided against itself cannot stand, and from all appearances the O. R. C. is divided, or soon will be.

What must outsiders think when they read the letter of Bro. Preston in the last MONTHLY, and your reply to same. Of course you only defended yourself, but the columns of the MONTHLY is not the proper place. I think the Division room would be the more correct place for the brothers to fight out these little grievances, or else refer the matter to the G. C. C. for adjustment.

As regards other organizations, I have an idea that the O. R. C. has all the business it can attend to, and I would say in all good fellowship, let the Knights of Labor hoe their own row.

The danger I alluded to in the fore part of the above, is not confined to the O. R. C. alone.

Out here on the Northern Pacific and Utah and Northern Railways, the B. L. E. and B. L. F. are at daggers points. Several engineers, members of the B. L. F. refuse to join the B. L. E., and are as bitter against the B. L. E. as I am against a rattlesnake.

Next in line comes the B. of R. R. B. and the O. R. C. Don't know how matters are east of the Missouri river, but west from there the feeling between the last two Orders is most bitter, and just as sure as you are a foot high the day is not far distant when this "bile" of ill-feeling will burst, and trainmen, one and all, will get the worst of it. Railroad managers are the shrewdest men in America, and little escapes their notice, and the four Orders named above are very near just where the railroad companies want them.

One Order will be used against the other, and the effect will be disastrous. Before I stop I wish to say to Bro. Preston that his remark in regard to Masonry was ill-timed.

The other societies he mentioned require no historian, their ideas having emanated from Masonry in the first place.

In conclusion, considering the fact that the O. R. C. is assailed from all sides, you deserve credit for the firm stand you have taken in all matters pertaining to the good of the Order, and the members should bear in mind that you are our official representative, and if you do err, you are only human. We have other ways to settle our little troubles besides ventilating them through the MONTHLY.

Yours sincerely in P. F.,

JNO. B. ROBINSON.

BATTLE CREEK, Oct. 11, 1886.

EDITOR MONTHLY:—I thought as I have never seen anything from this Division, I would write a few lines and tell something about Division No. 6. We have about fifty members, all good men, but I am sorry to say some of them do not exert themselves very much to get around to meetings. I wish Bro. Wheaton would come here and wake the brothers of this Division up a little. I think it would do them a great deal of good. We meet in the K. P. hall, one of the finest in the State. Our C. C. N. D. Austin, and Secretary N. E. Retallic, are good officers and hard workers.

Bro. A. S. Parker and J. Baker have gone to Dakota hunting. I hope they will will have a good time.

I received your personal talk for members of the Insurance, and I think it is right to the point. Every member of our Order that has a family, should make some provision for them in case he is taken away, and he cannot find a better or cheaper one than the O. R. C. Insurance, and when he becomes a member it is his duty to be prompt in everything pertaining to it.

Hoping you will excuse errors, as this is my first attempt, I will close. Next time I will try and give the names of our conductors. I remain,

Yours in P. F.,

W. F. P.

SEDALIA, Sept. 21, 1886.

EDITOR MONTHLY:—As you or the patrons of the MONTHLY rarely hear from Queen City Division No. 60, I thought I would drop a few lines and let the brothers know that we are not dead but growing in numbers, improving and perfecting ourselves in the degree work, and have a good solid bank account. There has been lots of hard work done by the members of No. 60 the past year, and we now have a membership of seventy-nine of as good a lot of men as ever honored a Division room with their presence; we have been very careful of late who we admitted into Division 60, and it has become a common expression in this part of the country that No. 60 is the most difficult to join in the West, and is this not right? If all of the Divisions of our Order would look a little closer into the character and ability of the men who make applications for admittance, and admit none but first class men in all respects, we would be troubled less with brothers who are always in some kind of trouble and asking help either to procure situations or to be reinstated for some trivial oversight or breach of discipline on their part. My advice to the brothers of all divisions is to be careful who you take into the Order, take none but good men, none whom you would be ashamed to introduce into your family circle, and above all do not admit men who are intemperate; this has been a great annoyance and causes us no small amount of trouble, but I am proud to say of the railroad men in general that there has been a great change in their habits of late, and I hope to live to see the time that total abstinence will be the rule that will govern us all.

At our regular meeting held on the 5th of this month we had two agreeable surprises; one was the beautiful altar cloth presented by Mrs. DeHaven, wife of our worthy Bro. M. L. DeHaven, a description of which was given in the *Earth* the society paper of the Queen City from which I clip the following:

"Queen City Division No. 60, of the Order of Railroad Conductors were presented this week with a beautiful altar cloth of crimson velvet, lined with a delicate shade of green silk and neatly bound with white satin. On each corner alternate squares of green silk and white satin, on which are painted the letters, 'P. F.,' in capitals, intertwined with forget-me-nots. A spray of fuchsias containing thirteen buds and blossoms ornament one end of the scarf, and a cluster of white Egyptian lilies the other. In beautiful letters, hand painted, are the words, 'Presented by Mrs. DeHaven to the Queen City Division No. 60, O. R. C.' Each capital letter is decorated with sprays of forget-me-nots. The ends of the cloth are neatly finished with handsome fringe. Division 60, O. R. C., are justly proud of this exquisite tribute from the hands of a very talented lady, and return to her their most heartfelt and sincere thanks for the beautiful gift."

The other surprise was a set of those officers' jewels that was offered as a premium by the managers and publishers of the MONTHLY which was procured by the hard work of our Secretary and Treasurer. We are as proud of these beautiful gifts as a boy with a new pair of red top boots, and when any of the brothers come this way we shall be only too happy to have them meet with us, and I can assure a hearty welcome to all.

Yours in P. F.,

O. E. Perano *Very truly*
OH EE PEE. *Yours*

PUEBLO, COL., Oct. 4, 1886.

EDITOR MONTHLY:—I do not see as any one is making any stir to give Division No. 36 any boom in the MONTHLY, so I will tell the boys all I know about it.

Our Grand Chief Bro. Wheaton, paid us a visit on the 24th of last month. We were very much pleased to have him call and see us, and think we learned some things of interest to us and the Order. Hope he was as well pleased with his visit as we were. We regret very much that we could not make the visit of Mrs. Wheaton more pleasant, but not knowing she was coming we made no preparations, so if she will excuse us this time, we will try and do better next time.

Division No. 36 is composed of as good material as you can find; if it was not, we would have been up in a balloon long ago. Out of 63 members in good standing, we have 15 who are left running into Pueblo, the rest are scattered all over the United States, Mexico and Central America. Of all our charter members only one is left with us and he is the oldest passenger conductor in the United States.

Financially we are very well fixed, and if all members of the Order who are running into Pueblo would transfer to this Division we would be on very good footing for all kinds of Division work. Still we have good courage and keep our heads up, and from reports of visiting brothers we do as well as a great many Divisions who have a large number of members who can attend, and don't do so when they have a chance.

And now I would like to say a word to all members of the Order. A very mistaken idea seems to exist in this Order as well as all others. A great many men think when they get to be members that is all that is necessary. The Division will run itself. Now the sooner they shake off this idea the better for them and the Order. Let every member make up his mind that the Division can't hold a meeting unless he is there to see everything goes right, and see how much better you will be satisfied with the work. Let every member fit himself to fill any of the chairs in a Division, then he knows when the work is done right; and if he goes to visit a Division, if they don't do right, get up and correct them and show them how his Division does. Commit the work to memory, then you will have it with you all the time. A great many Divisions depend

on one or two members to know all the work, and when a question comes up they will say, "Brother, how is that." How much better it is for every one to know how it is.

Hoping all who need this advice will profit by it, I will close for this time.

Respectfully yours in P. F.,

LIMITED EXPRESS.

PENSACOLA, FLA., Oct. 5, 1886.

EDITOR MONTHLY:—On Sunday, October 3 at 8:30 A. M., a special session of the Grand Division convened in Odd Fellows Hall for purpose of organizing a new Division to be known as Pensacola Division 199, with the following special grand officers pro tem:

T. F. Kidwell C. C., assisted by Bros. J. H. Latimer of Division 180 and J. J. Chambers of Division 98.

D. D. Curran, A. C. C. Division 98.

T. E. Buckley, Sec. and Treas. Division 178.

R. A. Broyles, Sr. C. Division 180.

J. M. Adams, Jr. C. " 180.

Phil. McRea, I. S. " 98.

F. W. Thompson, I. S. " 100.

J. C. Elliott, Chaplain " 98.

With the following visiting brothers present:

J. H. Carpenter, Division 98.

J. G. McElroy, " 98.

W. R. Adams, " 98.

M. C. Hogan, " 98.

J. R. Gallithan, " 98.

S. L. Vandiver, " 180.

W. R. Tuner, " 180.

A. J. Slatten, " 180.

I. S. Morgan, " 139.

A. A. McFarland, " 34.

After opening in due form we proceeded to institute the new Division, which is composed of the following charter members:

T. F. Kidwell,

R. H. Cothey,

P. A. Tolley,

Jno. G. Yelverton,

Walker Ingraham,

W. J. Donaldson,

W. H. McLaughlin.

J. A. Smith,

A. L. Lawrence,

R. F. Jones,

L. B. McVay,

J. T. McConoughy,

C. E. Cole.

The work being fully exemplified on Bros. J. A. Smith, W. H. McLaughlin, L. B. McVay. After which an election of officers was next in order, resulting in the election of the following eight brothers:

C. C.—T. F. Kidwell, Box 734, Pensacola.

A. C. C.—J. T. McConoughy.

Sec. and Treas.—C. E. Cole, Box 734, Pensacola.

Sr. C.—R. F. Jones.

Jr. C.—P. A. Tolley.

I. S.—W. J. Donaldson.

O. S.—J. G. Yelverton.

Trustees—L. B. McVay, R. H. Cothey, T. F. Kidwell.

Cor. Sec. for the MONTHLY.—R. F. Jones.

Committee on By-laws and Const.—T. F. Kidwell, R. F. Jones, P. A. Tolley.

After the election of officers the following brothers made a few remarks for the good of the brothers and the Order at large, *especially the Insurance*: Bros. J. H. Latimer, J.

J. Chambers, R. A. Broyles, D. D. Curran, J. C. Elliott, F. W. Thompson, and T. F. Kidwell. There being no further business before the meeting a recess was taken from 2 P. M. until 8 P. M. for dinner. After dinner we all accepted an invitation from Mr. W. L. Wittich, to take a trip down the bay and out on the gulf on his beautiful steamer, Mary Wittich, which was enjoyed by all especially the visiting brothers and their ladies, and also a number of prominent business men of Pensacola and their ladies. We returned at 6:30 P. M., had supper and resumed business at 8 P. M. with Bro. Latimer in the chair for the purpose of installation, after which the Division closed in due form at 9:30 P. M., so that the delegation from Division 98 could return on the 10:20 train that night. The balance of the brothers remained, and on Monday we took the elegant steamer Willie B., and made a trip to the Navy Yard, Fort Pickens, the Life Saving Stations, and other places of interest, accompanied by several of the leading citizens and their ladies. While at the Life Saving station some of the brothers had a fine time surf bathing while others put in the time fishing, catching some very fine Spanish mackerel and one shark J. H. Latimer, Jr., the little son of our worthy brother from No. 180, succeeded in landing the finest fish of the day. At 2:30 P. M. we landed at Arronsville, where the following gentlemen from Pensacola had prepared us an elegant dinner consisting of fish and crab chowders, and other nice dishes which the ladies and brothers enjoyed very much. At 7 P. M. we all returned to the city and took supper at the hotel; after supper an impromptu meeting was held in the parlors where the following resolutions were passed:

That a vote of thanks be tendered to the railroads and especially to the W. & A. and the L. & N. for their kindness in furnishing the brothers with a special car and transportation, also to Mr. E. O. Saltmorst, Supt., and O. A. Gongaly, Master of Trains, for their extraordinary efforts in getting all the conductors here; to Mr. Wittich and Chaffins for the use of their boats, to Prof. Wyers for his band, and to Mr. Kryger the genial host of the Merchants Hotel for his kind treatment to all; to Messrs. Cummings, Reird and McDavid, and their assistants for giving us such a fine dinner and fish fry, at Arronsville Monday, and to the citizens of Pensacola in general for their hospitality and kind treatment during our stay in their city, also to the B. L. E. for favors shown, and that it be published in the daily papers and the O. R. C. MONTHLY. In conclusion I would say in behalf of our new Division, that we enjoyed the visit of our brothers, and will be pleased to see any and all of them at any time, and for them to all remember that the latch string of Pensacola Division No. 199 always hangs outside. Hoping to hear from you soon, I am

Yours in P. F.,

T. F. KIDWELL,
G. C. C.

LOCKPORT, N. Y., Oct. 4, 1886.

EDITOR MONTHLY:—In accordance with a dispensation and accompanying instructions, dated Sept. 23, I organized at Bradford, Pa., on Sunday, Oct. 3, Bradford Division No. 200. There were sixteen names on the charter application, only nine of whom were able to be present. They are as follows:

| | |
|--------------------------|--------------------------------|
| E. H. Nash, C. C. | H. B. Field, A. C. C. |
| W. T. Bogart, S. and T. | J. E. Consalus, Sr. Condr. |
| W. W. Barber, Jr. Condr. | I. H. Kissle, Inside Sentinel. |
| J. Dugan, O. S. | V. Jifkins, |

C. E. Hurlbut.

The new Division—in other words, Bradford Division No. 200—will meet on the first and third Sundays of each month, at 2 P. M., in their new hall, corner of Main and Webster streets, Bradford, Pa. I desire to extend my thanks to Bro. W. Schwindler of Division No. 8, who so ably filled the position of Grand Marshal and rendered great as-

sistance during the entire ceremonies. The city of Bradford is coming into prominence as a railroad center, there being no less than six railways either terminating or with divisions terminating at that point. It is to a certain extent an "undeveloped territory," and we may expect a large, prosperous Division, with as good material as can be found elsewhere.

Very truly in P. F.,

H. S. CHAPMAN, Deputy.

LONG ISLAND CITY, N. Y., Oct. 4, 1886.

EDITOR MONTHLY:—In accordance with instructions, I proceeded to New Haven, Conn., on Sunday, Oct. 3, to perform the pleasant duty of assisting to add one more bright star to the glorious constellation of the O. R. C.

Divisions of the Order, I say to you in the eloquent language of Bro. Frank Hermance in thanking the visiting brothers for their attendance and assistance: "Look WELL to your laurels, for New Haven Division No. 201 has the material and determination to stand *second* to *none* on the face of the earth," and I assure you, brothers, that she will be heard from. There is every indication that at no distant day she will shine the brightest in the galaxy.

We enjoyed the pleasant company on the train from New York of Bros. Borden, Trout, Morris, Stadletz and Simmons of Neptune Division No. 169, and Bros. Murphy and Hubbard of New York City Division No. 54. On arrival at New Haven we were most agreeably surprised to meet Bro. Weisz of Millard Division No. 104, whom we have not seen since the campaign, and Bro. D. J. Ewell, C. C., and a large delegation from Hartford Division No. 50; Bros. Hermance, Ostrander, Woodruff and Neal of Division No. 54; also a large number of conductors whom we afterward greeted as brothers. A line of march was formed, and we were conducted to a model dining room, where at least half a dozen courses of the K. and F. degree were most thoroughly worked, and in full form, and so bountiful was the supply that there was plenty left for Bro. Levi Campbell of Division No. 169, who is scheduled to take an extra nap on Sunday mornings, and so arrived by a later train. He claims to know the story about the "last being first," and never gets left. After the elegant dinner we took a walk, and had a bird's-eye view of the college grounds and buildings, and Elm street, considered the most beautiful street on the continent. At 1 P. M. we repaired to the hall and proceeded to constitute New Haven Division No. 201:

Bro. D. J. Ewell, Division No. 50, D. G. A. C. C.

Bro. A. B. Murphy, Division No. 54, D. G. S. and T.

Bro. C. E. Weisz, Division No. 104, D. G. S. C.

Bro. Chas. Brigham, Division No. 50, D. G. J. C.

Bro. ——— Trout, Division No. 169, D. G. I. S.

Bro. W. H. Hubbard, Division No. 54, D. G. O. S.

After special session was duly opened Bro. Levi Campbell of Div. No. 169, assumed the office of D. G. A. C. C., and Bro. Ewell was appointed D. G. Marshal. In accordance with the constitution and statutes, Herbert S. Beers, George T. Dade, Edward B. Bradley, Edward Lahey, John Gallagher, D. J. Manning, Alfred Lafayette, G. E. Dunbar, S. H. Clark, W. W. Pardee, J. A. Clock, Geo. L. De Forrest, C. R. Densmore, E. B. Kenyon and John Rylands were duly instructed and constituted as New Haven Division No. 201. The division immediately proceeded to organize by unanimously electing the following officers, who were duly installed:

C. C.—Herbert S. Beers.

S. and T.—E. B. Bradley.

J. C.—S. H. Clark.

O. S.—John Clock.

A. C. C.—W. W. Pardee.

S. C.—George T. Dade.

I. S.—John Gallagher.

Trustees—John Rylands, E. B. Bradley, W. W. Pardee.

Mr. H. S. Beers was then received, and the first and second degrees were conferred in full form, the constituting officers filling the respective chairs. Regular meetings will be held at room 13, Insurance Building, Chapel street, on the first and third Sunday in each month, at 2 P. M. Visitors cordially welcomed. Officers' address:

H. S. BEERS, C. C.,

132 Howard Street,

New Haven, Conn.

(E. B. BRADLEY, S. and T.)

A. S. OSTRANDER, Asst. S. & T.,

128 Humphrey Street,

New Haven, Conn.

A resolution was unanimously adopted, thanking the officers of the different railroads for the courtesies extended to the visiting brothers. I desire to personally express my great appreciation of the able assistance rendered by all present. Sincerely hoping that the work done may prove acceptable to the Grand Chief, yourself and all brothers of the Order, I fraternally submit my report, in P. F.

A. HOLDRIDGE, Deputy.

NEW ORLEANS, LA., Oct. 21, 1886.

EDITOR MONTHLY:—Crescent City Division No. 108, had a pleasant surprise at our last meeting, Sunday, Oct. 17, in the presentation of a beautiful altar by Mrs. T. J. Jewett (wife of Conductor Jewett), and altar cover or scarf, by Mrs. Chas. Davidson. The altar is one of the finest and most novel I have ever seen. It is a complete passenger coach; everything just like a "sure nuf" coach, with Miller coupler and Westinghouse air-brake and glass windows. The coach is about six feet long and three feet high, and two feet wide, and is painted standard color. At the top where the name of the road is usually painted is "Crescent City Division," and at each end on the sides is "No. 108," and in the center panel are the letters "O. R. C." The cover or scarf is made of plush, and on one end has the monogram O. R. C. worked with silk floss; on the other end it has clasped hands with the letters P. F. under them, all worked with the same material.

Our Division is not as prosperous as it might be, but we have had a great many drawbacks, and I think if our Grand Chief Conductor or some other well-informed brother would drop down on us and give us a good drilling and work up a little enthusiasm, we would do much better. The boys are all very busy now, as this is our busy season, and cotton is rushing, consequently we do not have very large meetings. We are making preparations for the meeting of the Grand Division here next May. We expect a large crowd, and will try to show the boys what Southern hospitality is, and if any that come do not have a good time it will be their own fault. Bro. Wm. Murray, General Southern Passenger Agent I. C. Ry., and Bro. Chas. Davidson have been appointed as a committee of arrangements for the convention.

Bro. Salmon, our worthy secretary, is running on the N. O. & Spanish Fort Road. Bro. Larry Maguire is superintendent of the same road. Bro. T. J. Jewett, our C. C. has gone to Baltimore to attend some old reliable convention. We are thinking of giving a grand ball as soon as the weather gets cooler, and if we do, you can bet it will be first-class.

This is my first trial at corresponding, and if I come out all right this time, I may try it again.

CRESCENT CITY.

RAILWAY.

HE HAD HIM.

Of course it was in Texas.

"Ticket, please!"

"Ain't gut enny."

"Then your fare, please."

"Nary a red."

"Then what did you get on this train for?"

"To ride, you bet."

"I'll bet you don't."

"Take ye."

"For how much?"

"Even ten."

"Show up."

"Here you are. Who'll hold the stakes?"

"I will."

"Say, kernel, it's what I call playin' it blanked low down to pull a pop on a gentleman in a square game."

"Only the brave collect the fare."

And the conductor handed \$8.40 in change and a check to the passenger who had "nary a red."—*Drake's Magazine*.

A STORY OF THE RAIL.

Mr. Blake, the chief train dispatcher of the Southwestern Railroad, stood at his office window with a very cloudy face. From the position he occupied he could overlook the big freight yard at P— where the busy little switch engines were switching the trains for the different points reached by the Southwestern, and the cause of his angry looks was the crowded condition of the "yard," resulting from the delay in starting two sections of No. 59, a south-bound train, due to leave nearly an hour before.

Turning to one of the assistant dispatchers at the telegraph table, he asked:

"Martin, where's 58?"

"At W—, just ready to leave."

"Hold them there," said Mr. Blake. "Here's Sawyer ready to go. Sawyer," turning to the conductor, who had just entered the office, "how soon can you get out?"

"Just as soon as I can register and get my bills," the conductor said.

Turning again to Martin, Mr. Blake said:

"Run 58 to R — siding for the first section of 59, and to P — for second section 59."

Orders to that effect were sent to the conductor of No. 58, and two copies of the same were given to Sawyer.

Owing to a bad-order car that had been switched into his train he was unable to leave as soon as was expected, and the second section of No. 59 was ready to go as soon as the first section left.

Sawyer was called back to the office and told that he was to "carry orders" to No. 58

at R—— siding to hold there for the second section of No. 59, R—— siding being a non-telegraph station.

Sawyer got the orders for No. 58, reading as follows:

Conductor and Engineer No. 58, R—— Siding: Order to run to P—— for second section No. 59 is recalled.

Hold at R—— siding for second section No. 59 to arrive.

Sawyer, for C. and E. No. 58.

It has been customary for conductors to carry orders to trains at non-telegraph stations on the road, and as no accident had heretofore resulted from the practice, the men had grown careless in the matter, and none of them had ever thought it necessary to take any receipt for the orders so delivered. Sawyer, coming there from another road, where the rules were very strict in everything pertaining to the train service, decided not to deliver the orders intrusted to him without something to show for it.

Before reaching R——, he had written in his train book a copy of the order and added: "Received from Sawyer, cond'r No. 59, the above order." Stopping at R, he requested Gordon, the conductor of No. 58, to sign the leaf on which the order was written. Gordon not very graciously signed the order and receipt in Sawyer's train book, and putting the orders given him in his pocket, started for his engine. Sawyer continued on his way South. At a station some fifty miles South, he heard that Evans, the conductor following him on second section No. 59, was "in the ditch," but could hear no particulars.

Arriving at M——, the terminal station for his run, he went to the telegraph office to register his train. As he was standing at the desk, after completing his work, the operator looked up and said: "Sawyer, you'd better skip out. Blake has sent an order to arrest you on your arrival here and send you back to R——."

"What for?" asked Sawyer.

"Something about that collision this morning between R—— siding and P——," said the operator.

"Who had a collision there?"

"Why, No. 58 and second 59 came together, and Walters and his fireman were killed, and Evans' head-brakeman so badly hurt that they say he won't live. Blake says you didn't deliver the orders sent by you to hold 58, and she pulled out and met the other fellows just at the foot of the hill. They can't find Gordon, and they think may be he is buried in the wreck."

"Well, I don't skip," said Sawyer. "I delivered the orders and can prove it, and if Mr. Blake wants me in P——, all he has to do is to send me a pass, and I'll go without any arrest."

As he turned to leave the office an officer stopped him, and told him he had a warrant for his arrest. Sawyer asked the officer to go with him to his caboose, as he had some papers there he wanted to take with him. That night he was taken back to P——, and was placed in the jail to await examination. The coroner's jury the afternoon before had returned a verdict of "criminal carelessness on the part of the conductor of the trains 59 and 58."

At the examination which took place the morning after his arrival in P——, Sawyer was charged with manslaughter, the result of criminal carelessness. He, however, had no difficulty in proving the signature of Gordon to the order and receipt in the train book and was acquitted. Gordon, it was found, had gone to New Orleans, and hearing of the result of the inquest and of Sawyer's examination and acquittal, went from there to South America.

The facts in this sketch were brought out in a talk the writer had with a railroad man in the employ of the railroads running out of Chicago, who is the Conductor Sawyer of the narrative.—*Chicago News*.

A LESSON LOST.

We clip the following possible but somewhat improbable incident from the *Chicago Herald*:

H. M. Hoxie, of the Missouri Pacific Railway, is noted in railway circles for his proneness to give his inferiors good, sound lectures on the slightest provocation. Hoxie is a hard worker, and all who have seen him know how round-shouldered he is. One day a brakeman called on him with a letter request for a pass in his pocket, leaving the door wide open as he entered the office, and wearing his hat on his head in true brakeman style. In a loud voice he called out:

"Is Hoxie in?"

At this the general manager looked up from his desk and replied:

"Yes sir, Mr. Hoxie is in."

The brakeman took his letter out of his pocket, grabbed the corner of the envelope between his thumb and forefinger, and sent the missive spinning and whirling upon his superior's desk. Hoxie looked up in amazement, and said:

"Now, young man, would it not look better for you, when coming into a gentleman's office, and especially so when asking a favor, to remove your hat, wipe your feet, and inquire in a quiet voice: 'Is Mr. Hoxie in?'"

The brakeman looked at the general manager a moment, asked for his letter, got it, went out, closed the door, and in a moment marched in again, closed the door softly after him, wiped his feet, put his hat under his arm, and in the most polite manner possible inquired:

"Is Mr. Hoxie, the general manager, in?"

"I am Mr. Hoxie," replied the general manager; "what can I do for you?"

"You can go to h—l, you round-shouldered son of a gun!" retorted the brakeman. "I don't want none of your favors—I'm from Texas."

MUTUAL AID AND BENEFIT ASSOCIATION FOR THE UNITED STATES AND CANADA.

CHICAGO, Oct. 6, 1886.

To Members of Railway Passenger and Freight Conductors

Mutual Aid and Benefit Association for the United States and Canada:

GENTLEMEN:—Article III. of our Constitution authorizes me, as President, to call an Annual Convention in the months of October or November.

Article III. of the By-Laws of this Association locates and directs all Annual Conventions to be held in the city of Chicago, Illinois.

Therefore, you are hereby notified that the Twelfth Annual Convention of this Association will convene at the Sherman House, Chicago, Ill., November 17, 1886.

The meeting will be called to order at 11 o'clock A. M. I would respectfully call your attention to Article I. of the By-Laws, which reads as follows:

ARTICLE I. The members of this Association, on each road, or each division of a road, shall be entitled to one delegate to represent said road, or division of a road, in annual convention, and in addition thereto the secretary of each road, or division of a road, shall also be a delegate. The secretary of each road, or each division of a road, shall, thirty days prior to the meeting of the Annual Convention, send to the secretary the names of the delegates elected, and the secretary shall issue a certificate to such delegate or delegates, entitling him or them to seats as representatives in said Convention.

It is desirable, and it is expected *all roads and divisions of roads will send delegates* to this, our *Twelfth Annual Convention*. We urge upon "Local Secretaries" to see that their members select delegates immediately, and at once notify the "Grand Secretary," who will issue delegate certificates in compliance therewith.

[] All railway officials and employees are respectfully invited to meet with us November 17 and 18.

I, Hoping to have the pleasure of meeting you in convention November, 1886, I subscribe myself,

Very respectfully,

J. W. MALLORY,
President.

YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

DENVER, COLO., Oct. 5, 1886.

WM. BAIRD, ESQ.,

Corresponding Secretary,

DEAR SIR:—Being about to take an extended trip through the Southwest, will send you a few items for the journal.

Business on all the railroads in Colorado are doing a booming business, all the motive powers and rolling stock being pressed into service. On the 2d inst., Supt. Borst of the D. & R. G. tendered the use of a special train, consisting of engine and sleeping car to a party of local railroad men who have gone on a hunting trip to New Mexico. The party consists of Yardmasters Sam Stewart and G. H. Davis; Conductors McBain and George Thornton; Engineers Hawkins, Meck, Lamplough and Wilson, with Col. Raymond in charge of the culinary department. With this array of skillful hunters, the citizens of Denver expect the price of bear steaks to be considerably reduced.

Association matters are looming up throughout this part of the country, as I am receiving inquiries every day from yardmasters in regard to the association. Some of them are ex-members, who, owing to having dropped out some time ago, and not feeling able to pay up all back assessments, are now willing to be reinstated by paying a fine as required by the constitution adopted at the last convention.

The circular issued a short time ago by the President and Grand Secretary and Treasurer will do more good than any amount of letters if properly distributed. Division No. 8 is doing finely, having adopted their new local constitution and by-laws. By the plan they are now working under, all the members take an active interest in the Order and are doing their best to build it up. Would like to hear occasionally from some of our esteemed members, who I know are fully capable of writing good articles.

On my return from my contemplated trip, will let you know how I find everything in the Southwest. With my best wishes to all, I remain yours,

J. J. BRESNAHAN.

WILMINGTON, DEL., Aug. 31, 1886.

To the Members of the Yardmasters' Mutual Benefit Association of America.

BROTHERS:—The RAILWAY CONDUCTORS' MONTHLY, published at Chicago, Ill., having been adopted by the Twelfth annual convention of the Yardmasters' Mutual Benefit Association, held at St. Paul, Minn., in June last, as the official organ of the association, and the same convention having elected a corresponding secretary, whose duty it is to have charge of and furnish correspondence for the above journal, which shall be of interest to all members of our organization, it behooves us, as members, to take advantage of the opportunity offered and contribute such matter to its pages as may best tend to diffuse important and useful information to all members of our association throughout the country.

The editors of the above journal have kindly offered to place at our disposal, gratuitously, for the above object, as much space as will be necessary, and I would respect-

fully recommend that members avail themselves of the use of its pages to contribute items of interest to every individual member, and also to discuss questions having a bearing upon the general good of the organization.

In this connection, I would further recommend that each local Division select a member whose duty it shall be to gather such items of news as he may deem of interest to all members, and forward the same to the corresponding secretary for publication in time to reach him not later than the fifteenth of the month preceding publication.

In consideration of the advantages offered by the MONTHLY as a medium of communication between the members, and knowing also, that its pages are now as they have been heretofore—freely offered to us, I would take this opportunity of cheerfully recommending to the members of the Yardmasters' Association this periodical as one which deserves their hearty and generous support. It is entirely devoted to the interests of railroad men, and in addition is supplied with reading matter of a character which puts it in the front rank as a good family magazine.

Subscriptions sent to the office of publication, 115 Dearborn street, Chicago, will, I am assured, insure its prompt delivery.

Respectfully yours,

WILLIAM BAIRD,
Cor. Sec., Philadelphia, Pa.

EDWIN M. CARTER,
President Y. M. M. B. A.

PHILADELPHIA, PA., Oct. 16, 1886.

EDITOR MONTHLY:—Although railroad business, especially in the passenger line, has been unprecedented in Philadelphia and vicinity during the past summer and up to the present time with the prospect of a continuance of a heavy travel for some time to come, yet our organization of the Yardmasters' Association in the Quaker City is pretty near at a stand-still.

We are holding our own, but have admitted no new members for some time back. Possibly the railroad business activity has had something to do with this. Members are so busily engaged with their duties as railroad men, that they have no time to think of drumming up recruits. Perhaps when we have cooled off a little now, since the autumnal equinox has taken place, things may change in this respect, and those who are holding aloof from our organization may deem it advisable to come in out of the cold, "as it were." It is true that we have "worked" for pretty near all it is worth, this particular locality, but there is yet some good eligible material for membership left, and indeed I think there is plenty of the above all over the country which only requires to be approached by energetic members and shown the advantages of membership in the Yardmasters' Mutual Benefit Association, and they will have no hesitation in connecting themselves with us. In this connection President Carter's circular (a copy of which I forwarded to you for last month's issue), has been designed to show to those who are not members in as perspicuous a manner as possible the advantages to be derived from membership in our organization.

As you will see it is a "plain unvarnished tale" of the financial and numerical growth of the Y. M. M. B. A., and it is to be hoped will have the desired effect. It is intended for distribution among members, and to be by them placed "where it will do the most good," much after the manner in which a politician spends his (*or other people's*) money.

I inclose you to-day another circular from President Carter, of special interest to the MONTHLY, and general interest to all members of our association, copies of which have been sent to the secretaries of all local Divisions of the Order.

The issue of the above circular has been in contemplation for some time, as you will notice by my letter in the August MONTHLY, but has been delayed until the present time owing to various reasons. It is to be hoped that Divisions will act on the suggestions

contained therein, and make our department a success, while at the same time they increase your subscription list.

Secretary Sanger writes me an interesting letter from Indianapolis, under date of Sept. 11, of which the following extracts will be of interest to members. It should have been published in the October number, but owing to the crowded condition of our department had to be held over. I shall be happy to hear from Bro. Sanger previous to the 15th of each month as to the growth of the Order and other interesting matter, such as he has forwarded in the present instance. We are badly in need of just such items as the following:

"The three last Divisions organized are W. F. Potter Division No. 67, East Saginaw, Mich.; Daniel Gibson, President, Norman H. Slade, Secretary. Webfoot Division No. 68, Albina, Oregon; Edward O. Magoon, President, John Q. Johnson, Secretary. Alliance Division No. 69, Alliance, Ohio; W. H. Reed, President, A. W. Meeker, Secretary. New members are coming in very slow. Have added ninety-nine new members this year. James W. Cummings, General Yardmaster here of the I. B. & W. Ry., has been promoted to trainmaster with headquarters at Springfield, Ohio, and George McCutcheon night yardmaster of the Wabash Railway of this city, has been appointed General Yardmaster of the I. B. & W. Ry., in place of Mr. Cummings appointed trainmaster. Alonzo Bennett has been appointed night yardmaster of the Wabash Railway in place of Mr. McCutcheon. Messrs. Cummings and McCutcheon are both members of Division No. 1, Indianapolis. E. A. Cooper, a member of Division No. 1, has been appointed Superintendent of the Union Railway, Chattanooga, Tenn. Wm. T. Carter, Yardmaster of the Michigan Central Railway, Michigan City, Ind., and Secretary of Division No. 42, has on account of the health of his wife been obliged to resign his position and remove from Michigan City, and is now temporarily located at Burlington, Ia. I am pleased to hear that his wife is much better."

Mr. Sanger further adds that he is in receipt of information from Ex-President Campbell, in which he states that his (Mr. Campbell's) wife is not recovering from her illness.

It was contemplated by the family to remove her to a place for special treatment, but the idea was abandoned, and they have now concluded to keep her at home as long as she lives. The lady has to be constantly watched. It is a very sad case, and I feel confident in saying that the hearts of all members of the Yardmasters' Association go out in sympathy toward Bro. Campbell and his family in their affliction.

I am very sorry to have to state that Mr. Justis J. Catlin, Yardmaster at Jersey City, who was so seriously injured in July last in attempting to save the life of a young lady from an approaching train, is no better, and perhaps is even worse than at the time of my last writing. It has been deemed advisable by his family and friends as well as physicians, to remove him to the Insane Asylum at Morris Plains, New Jersey. He was accordingly removed there some time since in the hope that the special and expert treatment accorded patients in that institution would be beneficial. There is, however, no improvement up to the present time. His physicians give no hope to his family, and intimate that an abnormal formation is going on in his head which will ultimately culminate in death. His family, however, still have hope, and in conversation with his brother some time since, he informed me that he is apparently in good health, is gaining flesh, and knows at times where he is and what is the matter with him. They naturally judge from this that he will eventually recover, notwithstanding the opinions of the medical men.

I notice by the newspapers that Mayor Ames of Minneapolis, who so cordially welcomed the delegates to the Twelfth annual convention of the Y. M. M. B. A. on their recent visit to the above city, has received the nomination of one of the political parties of the State of Minnesota for the governorship. Allow me to reiterate the wish expressed in a previous issue for his success. Outside of politics, I think the delegates to the Twelfth annual convention would be glad to hear of it.

Division 57 of Philadelphia, has recently enacted a new set of by-laws made necessary by the adoption of the new constitution at St. Paul. Advices from East Saginaw, Mich., intimate that the new Division organized at that point is doing well, and the members attending regularly, except when they take a notion to lay off and get married as was the case recently with Bro. Brown of Flint. Brown is excused on sight and without any remarks—in fact there is nothing remarkable about it except that people will never learn to let well enough alone.

Bro. Slade reports railroad business good and cars scarce in East Saginaw. The many friends of A. L. Davis will be glad to hear that he has been promoted from Assistant Yardmaster to General Yardmaster in the yards of the Baltimore & Ohio Railway at Connellsville, Pa., and Mr. R. T. Furtney named as his assistant. Mr. J. R. Porter formerly yardmaster at the above point, takes charge of a passenger train at his own request. Mr. Davis is secretary and treasurer of Division No. 52 of the Y. M. M. B. A.

Mr. George W. Ramsey, late of Philadelphia, and formerly chief clerk to O. E. McClellan, Esq., when the latter gentleman was located at this place as the general agent of the Pennsylvania Railroad, has been appointed yardmaster of the Norfolk & Western & Shenandoah Valley Railroads at Roanoke, Va.

Hoping that the poison in the last circular will have done its work, and that ere I write you again, members will be badly troubled with the "itch for scribbling," I remain,

Truly yours,

WILLIAM BAIRD,
Cor. Sec'y.

ANOTHER TRAIN ORDER QUESTION.

A correspondent sends the following, and asks the opinion of the MONTHLY:

A, B and C are stations, B and C south of A in the order named; a wreck occurs between B and C, and the following order is sent to A and C:

C. & E. South bound trains, A.

C. & E. North bound trains, C.

North bound trains will not pass C without further orders, and south bound trains will not pass A without further orders.

Passenger train No. 2, north bound and having absolute and indefinite right to the track, reaches C and receives the above order, and passenger train No. 1, south bound, receives it at A, and the following additional order is given:

Order No. 2.

C. & E. No. 1, A.

C. & E. No. 2, C.

No. 1 will take siding and meet No. 2 at B.

Train No. 1 receives both orders at the same time, and the question is, is order No. 2 the "further orders" required by order No. 1, and does it authorize train No. 1 to proceed, and if it does why could not train No. 2, which also received both orders, proceed, and finally, if either or both trains were authorized by order No. 2 to proceed, of what use is order No. 1?

It is difficult to give a definite opinion on a particular question without knowing the rules and customs of the road where the case occurred, and a decision can only be made on "general principles": There may be something in the rules of the road where our correspondent is located that has a direct bearing on the question, or custom, which in many cases railway law may govern. On many roads, under prevailing custom, order No. 2 would give both Nos. 1 and 2 the right to proceed, and certainly, under a literal construction of order No. 1, order No. 2 is the "further orders" required, and as certainly

If it is "further orders" for one train it is for the other, though some would probably contend that No. 2, being the ruling train, order No. 2 simply held it at B, without giving it any right to leave C without additional orders, but this ground is untenable. The C. & E. of No. 2 are not supposed by the train dispatcher to know anything about the wreck, or anything in regard to other trains, and for all they know he may have given order No. 1 simply to hold them to make a meeting point with No. 1. The writer ran a train at one time where it was the custom to give an order the same as No. 1 above, and when another order was received it liberated the train from the "holding" order, but he *always* made a practice of asking the dispatcher if there was anything more before leaving and after making a narrow escape from an accident, refused to obey the "custom," and waited on the side track until the dispatcher added "no further orders" to the second order. The MONTHLY can very readily say what it believes to be correct generally, and what it believes ought to be the custom not only in this case but in every other similar one. The word "further" should be omitted from order No. 1, and even with that word included no train should proceed on order No. 2, as given above. If the dispatcher wishes them to proceed he can easily add "no further orders," or if he wishes No. 1 only to proceed, he can recall order No. 1 at A.

"MA'S IN THE FORWARD CAR."

'Twas a hot day and a sultry one,
Far out on the Western plain,
As a train of cars was plowing its way
To'ard the far-off mountain chain.
And those in the coaches were tired and worn,
For the sun beat down in its might,
While the sweltering load of human freight
Prayed for the cool of the night.

There were sturdy old merchants, gray-headed,
On whose brows sat a world of cares—
Cute drummers just out of Chicago,
Too worn out to praise up their wares—
Parsons, grangers, old maids and cowboys,
All ready to die of the heat,
And a little girl, 'bout five years old,
'Way up in the forward seat.

A young parson sat down beside her,
And she talked the man near to death—
Asked him all sorts of things 'bout the Bible,
And never once stopped to take breath,
When a change came o'er his demeanor,
For she'd taxed his patience too far,
And he said to her: "Child, where's your mother?"
"Oh, Ma's up in the forward car!"

'Twas the merchant's turn next to suffer,
For she fixed herself by his side,
And then asked him about the prairies,
And if he enjoyed the long ride,
Till, crazing him so with her queries,
He cried in a voice "above par":
"Great Heavens, child! where is your mother?"
"Oh, Ma's up in the forward car!"

Next she pounced on the old maid, napping,
And woke that tart girl with a start;
Asked the granger, "if she came visiting,
Would he let her ride in his cart?"
Got the cowboy to show her his pistols,
Asked if they'd shoot very far,
When the chorus cried out: "*Where's your mother?*"
"Oh, Ma's in the forward car!"

"In the forward car?" cried the chorus,
"She'd better be with you back here
Than sitting and flirting up forward—
I'll tell her so when I see her;
If I were her hus——." Then a whistle,
As the train drew into a town,
And the child, with basket and satchel,
Made for the door to get down.

Then the merchant, parson and others
 Thought they too, 'd get out of the train,
 And take a good look at this—*mother* (?)—
 They'd not have a fair chance again;
 So they all streamed out in the aisleway,
 As though filing straight for a bar,
 And followed the child up the platform—
 'Way up to'ard the forward car.

But she passed beyond passenger coaches,
 And stood where the baggage came out;
 The porters just then ceased their laugh-
 ing—
 They were idling the time, no doubt;
 But next they were handling a coffin, [see,
 And the child called her friends (?) to

Saying: "That's Ma! She died in Kan-
 sas,
 And nobody with her but me."

The passengers looked at each other,
 And stared for a moment about,
 Then their hands went down in their
 pockets—

They were chock full of gold coming
 out;
 And they piled the cash on the coffin,
 Softly, without blink or a jar,
 And thought if trains were running to
 Heaven,
 That child's place should be the first car.
 —*Geo. Hocy, in N. Y. Clipper.*

A TRAGIC INCIDENT.

Tuesday, Oct. 19, Pinkerton detectives from "Packingtown," while on a train en route for the city in charge of a number of workmen who had been employed by Armour during the strike, fired from the train upon a crowd of people and killed one Begley, an innocent and inoffensive man. The first report of the shooting stated that the detectives had shot without the slightest provocation, and that the killing of Begley was wanton murder. Capt. Markey, of the Town of Lake police, was quoted as saying that the shooting was done without the slightest cause. Later reports show that there was provocation, and Capt. Markey denies that he has said anything of the kind attributed to him, but that he knew nothing of the shooting whatever until it was all over. The coaches which held the detectives bear indisputable evidence that they were assaulted, and it is claimed that it will be shown beyond doubt that an assault was made before the shooting.

It is, however, likely that the shooting was hasty and unwarranted, and that those guilty should be punished. The fact of being a "Pinkerton officer" does not warrant indiscriminate shooting by any means, and it should be severely condemned by all law respecting and peaceable men. Neither does the fact that a man is a "Pinkerton" justify the brutal assaults that are so frequently made upon them, and the fact that an employee of the Pinkerton Agency is not safe in the vicinity of the packing houses alone goes a great way to excuse action that under ordinary circumstances would be murder. The death of poor Begley, who leaves a wife and three children, is one of those tragic incidents that almost invariably accompany a strike of this kind, and for which the strikers, though unusually well behaved and orderly, are primarily responsible. It is likely that as a result of the inquest now being held those who did the shooting will be held until the grand jury can pass upon the case.

AN AWFUL DOOM

of any nature is usually avoided by those who have foresight. Those who read this who have foresight will lose no time in writing to Hallett & Co., Portland, Maine, to learn about work which they can do at a profit of from \$5 to \$25 and upward per day, and live at home, wherever they are located. Some have earned over \$50 a day. All is new. Capital not required. You are started free. Both sexes. All ages. Particulars free. A great reward awaits every worker.

MENTIONS.

—Bro. F. J. Shepard of Division No. 70 is the happy father of a bright, handsome son, and wishes the readers of the MONTHLY to rejoice with him.

—We note among the members of the late firemen's convention of whom special mention is made by the *Magazine*, our old friend and co-laborer, Wm. C. Byers.

—Bro. John Moriarty of No. 157 has been in the city visiting his brothers who are employed on the C. & A. Ry. John left a good report from our Boston brothers.

—The attention of our readers is called to the advertisement of Harper's Pictorial History of the late civil war, which appears on the second cover page of this number.

—A long list of callers "registered" during the past month, but we are unable to find room to enumerate them in this number. They are all welcome and are invited to come again.

—The Brotherhood of Brakemen report an increase of 80 per cent, during the last year, which is certainly a very gratifying record, but it is sometimes well to be careful of a too rapid growth.

—Bro. Wm. McCaull, a worthy and esteemed member of Division No. 169, while on his way home fell from a passenger train at Newark, N. J., and had both legs cut off, from the shock of which he died the same night.

—Bro. F. M. Greene of Division No. 2 met with a bad accident by being thrown from the top of a car, resulting in a broken ankle, with which he has been laid up for some weeks. We are pleased to learn of his improvement.

—We regret sincerely to learn that Bro. Seth Stephenson of Division No. 38 met with a terrible accident at Dubuque lately. He was run over, and lost both legs. He was formerly on the "Rock Island" between Davenport and Des Moines.

—Bro. Bledsoe has retired from the editorship and disposed of his interest in the Railroad Brakemen's *Journal*. It is now published at Galesburg, Ill., with Bro. Ed. F. O'Shea as editor and owner. The improvement continues, and the October number is an interesting one.

—The October number of the Railroad Brakemen's *Journal*, contains a very incorrect account of the Silver Creek collision taken from the columns of the Chicago *Herald*. Look out for the average newspaper reporter on railway accidents, Bro. O'Shea. He will mislead you nearly every time.

—James Laughlin of Kansas City, was married Oct. 27 to Miss Mollie, daughter of Mr. and Mrs. D. C. Basey of Brunswick, Mo. We congratulate Mrs. Laughlin on her choice, and if the wishes of the MONTHLY are fulfilled, both will reach a ripe old age without a cloud to mar their happiness.

—The strike of the employees of the packing establishments of this city, has resulted as strikes usually do, to the detriment of the strikers. The strike was against the resumption of the "ten hour system," and after nearly two weeks of idleness, the men have resumed work with ten hours for a day.

—We are pleased to see that Bro. Ogilvie's administration of the Hamilton jail, of which he is governor, is such as to bring him universal commendation. The *Times* of that place prints a full report for the time the institution has been in his charge, and compliments him highly on its creditable showing.

—Bro. H. S. Lewis, Jr., for a long time past in the employ of the "Erie," has been compelled to retire from train service on account of his health, which has been poor for some time. We sincerely hope a vacation from the worry of the rail will prove beneficial, and that Hod. will entirely regain his health.

—The third annual convention of the Brotherhood of Locomotive Railroad Brakemen was held in San Antonio, Texas, commencing Oct. 18, and we regret that we were unable to accept an invitation to attend the opening exercises. Messrs. Wilkinson and O'Shea will please accept our thanks for their kindness.

—Fred W. Nance, one of the "old original" members of the Order who was a member of Galesburg Division No. 2, of the "Conductor's Union," from which "evolved" the Order, is now in the grain, flour and feed business in Denver, Colo. The "boys" should patronize Fred, for they will be certain to get the best at reasonable prices.

—The Hart & Duff Hat Co. of St. Louis, Mo., have added a full line of conductors punches, lanterns, etc., to their stock, and are introducing the "Wheaton," the "Coman," the "Daniels," the "Neil Sullivan," and the "O'Shea" lanterns at popular prices, and they will be found to be first-class goods. Look for their ad. in the next number.

—Inquiry is made by the Secretary of Division No. 10 for H. W. Shipman; by the Secretary of Division No. 67 for C. R. Williams (last heard from at San Jose, Cal.), and by the Secretary of Division No. 110 for D. W. Fuller. Any reader of the MONTHLY knowing the address of any of the above, will confer a favor by sending it to the inquirers.

—The annual convention of the "Mutual Aid and Benefit" will be held at the Grand Pacific Hotel in this city, commencing Wednesday, Nov. 17. We shall be pleased to have members give us a call when they have a few leisure moments; they will find all the railway papers on file here, and we shall be pleased to have them make use of them.

—The October number of the *Firemen's Magazine* arrived a little late, but contains a full account of the opening ceremonies of the last convention of the Brotherhood, which was held in Minneapolis, Minn., and from the enthusiastic way in which it speaks of Minneapolis and its citizens, we are led to believe that they welcomed their visitors in the usual way. Minneapolis is a good place to visit.

—The "largest" surprise of the year came to us a few days ago in the shape of an invitation to the wedding of the "Irish Lord" of the last Grand Division, and if it were one of the possibilities, nothing would give us more pleasure than to go to Brunswick, Mo., and see our friend and brother forsake the ranks of single blessedness and join that "noble army of martyrs" of which we are an illustrious example.

—We are in receipt of the "proceedings" of the second annual convention of the National Railroad Agents' Association, and see that our old friend E. L. Hobart, now president of the Iowa Division, lacked only two votes of being elected president of the Association. The officers are: President, Geo. Petry, Shelbyville, Ky.; Vice-President, G. F. Talmage; Secretary, O. L. Ricord; Treasurer, G. L. Spink, Princeton, Ky.

—We have an invitation to take a ride—not a car ride, but a ride in a good, easy carriage, behind a good horse. Bro. F. Snyder of Green Bay, Wis., is now "conducting" a livery stable, and says if we will come up we can have the best in the shop, and the chances are that we will come, sooner or later. Bro. Snyder writes that he is running an omnibus line in connection with his barn, has a good trade, and is doing well, and the MONTHLY is glad to hear it.

—Employees of the M. & St. L. Ry., while they will be pleased by the success of our old-time friend, W. I. Allen, will be very sorry that he is to leave them. He takes charge of the C., R. I. & P. extension in Kansas as superintendent. He certainly has

succeeded well in his management of the office of train-master of the M. & St. L., and has the respect and regard of all. By the way, if our memory serves us correctly, Bro. Wm. commenced his railway life on the "Rock Island," first as telegraph operator, and later as conductor. He carries to his new field of labor the best wishes of the MONTHLY, as well as of a host of other friends.

—The Switchmen's Mutual Aid Association held their annual convention in Kansas City last month, with twenty-five lodges represented. They made some changes in their laws, notably in regard to intoxication and the sale of intoxicating liquor, and in regard to strikes. Members of the association are not permitted to engage in a strike without the consent of the Grand Master in writing; and if that officer shall use judgment in directing the affairs of the association, as we have no doubt he will, we believe the members will find that they have taken a long step in advance. If they will also determine to interfere in no way with the rights of those who are not members, they will receive the approbation of all.

—A letter-head bearing the information that W. M. Wheeler is a wholesale and retail dealer in coal, wood, etc., informs us that another of the good boys has chosen another vocation, and we sincerely hope that customers will keep him busy twelve hours each day, and so busy that he won't once have time to "sigh for the days that are gone," and wish himself once again "the monarch of all he surveys" in the shape of a big freight train or ten or a dozen "varnished cars," and we hope they will keep him busy so long that he will wish he was one of Phil. Armour's employes, so that he could strike for eight hours. Certainly, if our St. Louis friends will go to 536 South Ewing avenue to buy their coal, they will get "full weight" and a "square deal."

—While we think of it, R. N. Hamilton, who at one time ran out of St. Paul, and later on the C. P. Ry., has retired from railway service, at least partially. He was married Sept. 27 to Miss Minnie Argue, but whether placing himself under the orders of another superintendent, who Argue'd him into retirement from train service, is the cause or not, we leave our readers to conjecture. He didn't get out of sight and hearing of the cars, though, and is now proprietor of the lunch rooms at Peterboro station, on the C. P. Ry., and the boys can "reckon" on a good lunch when they stop there, unless they wear the proprietor out "doubling" or making fast runs, or something of that kind. If they do, he may possibly "switch in" a "bad order" egg or a "delayed" sandwich. Success to you, Bro. Hamilton.

—A nice new "Register Book" in our office induces most of our callers to leave their names, though some forget. We find that the following have brightened our existence during the last month: F. O. Wells of 87, C. H. Conklin of 31, F. L. Stetson, Geo. Lane, Ed White and J. P. Esmay of 1, Jno. D. Bodle of 52, E. B. Coman of 55, M. Earley, Chas. Neal and P. S. Weise of 110, M. Clancy and A. G. Post of 32, Wes Permar of 79, F. Hopper, M. Shehan, F. L. Wagner, T. J. Brickel and T. J. Martin of 41, E. I. Westfall of 182, F. J. Weyrick and H. L. Wishart of 19, E. Hamilton of 102, C. D. Rossetter, Geo. Wheeler, Thos. Flynn, Aug. Lang and F. H. Reese of 96; B. Grist of 33, O. L. Peterson, M. Kent and W. T. Holmes of 118, M. Burns of 87, W. P. Worden of 155, Hiram Hurty of 9, Allen Potter of 21, W. C. Cross of 31, M. B. Howard of 66, A. S. Parker of 6, and W. W. Hudson of 6, E. C. Martin of 192, John Balfour of 13, L. M. Blakesley of 119, J. S. Mewshaw of 5, A. H. Cutter and C. P. Sice of 125, J. M. B. Al Vannaman and J. N. Robinson of 46, F. H. Shaffer of 159, E. D. Sill of 131, Frank Bush of 168, Fred Helmer of 103.

—The following from a Kansas City paper explains itself, and comment on our part will be needless. All who know him know that Ed. carries in his daily life the principles of which the Templar's cross is an emblem:

The first autumn meeting of the Order of Railway Conductors was held at 511 Delaware street yester-

day afternoon, there being a large attendance present. After the regular business had been transacted, Mr Norman Watkins, a Union Pacific conductor, addressed the chairman, Mr. Ed. Coman, as follows:

"BROTHER CHIEF CONDUCTOR:—I am instructed that the business now before this Lodge is a matter personal between the members of Kaw Valley Division No. 55 and yourself.

"I have been chosen to make a public expression of the sentiment of this Lodge concerning the estimation in which you are held by its members. Should I undertake at this time to describe the extent of our regard, the task would be as embarrassing to you as its adequate accomplishment would be impossible to me. But sir, it has been a beautiful custom in the remote past, it is a custom at present, and one which we hope may be perpetuated in the future, that of expressing the unanimous sentiment of a community by some token or symbol.

"Your friends and brothers of this Lodge have therefore chosen to present you with these Masonic devices as a token of their esteem and brotherly love. Many of us are ignorant of the mystic ties which surround these symbols, but let them advocate what high principle they may, let them teach what lesson they can, let them impose what duties they will, we feel sure that you will be found worthy of the trust.

"We know that your conduct in the past has earned for you the right to wear those knightly spurs which have been conferred upon you. We feel sure that your escutcheon will always be found untarnished and without a blot. We believe that your sword will ever be wielded in the defense of right, and that you will be found uncompromising with wrong. Take this gift, and wear it in remembrance of our brotherly love."

Mr. Watkins then presented Mr. Coman with an elegant Knight Templar charm. Mr. Coman was very much surprised, and for once in his life could say nothing but return his thanks.

—The switchmen at Minneapolis and St. Paul are, at this writing, striking for more wages, and with the reports of the strike are also reports of violence and injury to property. Engines are killed by the strikers, and companies find it necessary to protect by an armed force those who wish to work. It is generally understood that the strike is by members of the Switchmen's Mutual Aid Association, whose general office is in this city, but this is an error. We are informed that the association has no local organization in either Minneapolis or St. Paul, and the strike is conducted by a "Trades' Assembly," of which the switchmen are members. A committee from this organization, not one of whom was employed by a railway, submitted a "request" for an advance, but as they were not employes, the railways refused to recognize them, and the strike followed. The request is as follows:

"TO THE GENERAL MANAGER: *Sir*:—The undersigned, a committee from the Trades and Labor Assembly of the city of Minneapolis, and duly appointed at our last stated meeting, and to which the switchmen are accredited with a full delegation, respectfully submit to you a request for an advance in wages and a rectification of their grievances, which will be laid before you for adjustment, viz.: An advance of fifteen dollars (\$15) per month (of twenty-six days) to each night foreman of the switchmen and their helpers, and to each day foreman and their helpers an advance of \$10 per month of twenty-six days. All extra time over twenty-six days in the month to be paid proportionately to the wages they shall receive when adjusted. Also, that yardmasters be required to report all extra time, as the greater part of them, through over-zealousness, fail to give the switchmen their extra time earned. Hoping you will give this the careful consideration it demands, we shall call on you for an answer on Thursday, the 7th inst., at your office.

Respectfully, etc., yours truly,

T. R. LAWLER,
Chairman of Committee.

Had the switchmen left their places without interfering with the rights of others, they would undoubtedly have had the moral support of the general public, but they forfeit that when they endeavor to enforce their demands by force and intimidation. Some of the roads are moving trains under police protection, and all are preparing to resume business without the strikers.

In Memoriam.

"DEATH IS NOT RARE, ALAS! NOR BURIALS FEW,
AND SOON THE GRASSY COVERLET OF GOD
SPREADS EQUAL GREEN ABOVE THEIR ASHES PALE."

Burns.—Died Sunday, Oct. 17, Bro. Thomas Burns of Division 41. Appropriate resolutions were adopted by the Division.

Collins.—Jennie, only daughter of Bro. James Collins and wife of Stratford, Ont. Division No. 15, of which Bro. Collins is a member, tender their sincere and heartfelt sympathy to the bereaved parents in the loss of the light of their home. Appropriate resolutions were adopted.

Loving.—Trainham.—Died September 16, Lizzie L., wife of Bro. E. B. Trainham of Division No. 134, and October 1, Mary E., wife of Bro. O. W. Loving of the same Division.

Although unpretending in diction, we feel that the sentiments here uttered will touch a responsive chord in every heart. A bright light has been extinguished in the homes of our brothers. The Great I Am has issued his mandate, and our brothers are bereaved of their nearest and dearest, all that makes a home. We fondly trust and believe they "are not lost but gone before," and that the loss of our brothers is but the transfer of their loved ones from a "weary world of woe," to a bright shore beyond the clouds. The deceased were worthy and consistent Christians, "fought the good fight," and fell in the arms of victory, and we trust we, with our bereaved brothers, may bend the knee in faith and submission, and humbly pray "Thy will be done."

"The day is done:
Soft as a dream the sunset fades and dies,
And silent stars amid the dusky skies,
Shine one by one.

"My God! my all!
When the dim hour draws near us by thy grace,
To meet thy white death-angel face to face,
And hear thy call;

"The shadows wait:
And climbing upward over spires and towers,
Seem drawing softly this dull earth of ours
To heaven's gate.

"When life lies low—
A gasping shadow by the altar stairs
That leadeth up from darkness unawares.
Then let us wait

"We wait the night
With no vain thought of darkness or of dread,
But dreams of peace for weary heart and head,
And slumbers light.

"In faith and trust, with prayers and blessings
fond,
All mindful of the morning light beyond—
Before the gate.

"We wait nor fear
The few short hours of silence and of gloom,
Before the eastern hills shall blush with bloom,
And morn be near.

"Not sore distressed:
But calmly folding life's dull garb away,
Lie down in peace to wait the coming day,
And find our rest."

F. L. S.
G. E. H.

Rhine.—Died October 6, of scarlet fever, Helen Ruby, infant daughter of Bro. J. H. Rhine and wife.

One more "Bright jewel for His crown."

McCaull.—Bro. William McCaull of Neptune Division No. 169, while on his way home fell from a passenger train at Newark, N. J., and lost both legs. He died the same night from the injuries received, and leaves a wife and two small children to mourn his untimely end.

Stevenson.—Bro. F. W. Stevenson of Des Moines Division No. 38, died at Dubuque from the effects of an accident by which he lost both legs. Bros. C. H. and F. Jackson of Division 67, were unremitting in their care and attention during the last hours of Bro. Stevenson, and they have the sincere thanks of friends and brothers for their kindness.

Worden.—Died Oct. 18, of typhoid fever, Bro. D. L. Worden of St. John's Division No. 196. Bro. Worden was in the employ of the F. R. & N. Co., and leaves a wife and numerous friends to mourn his death.

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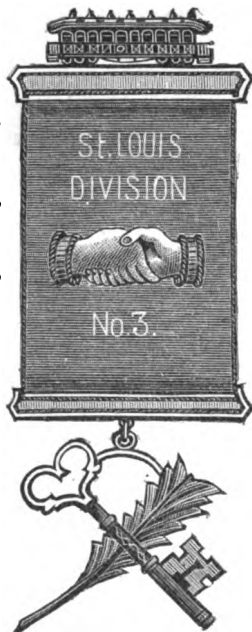
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THE ORDER OF RAILWAY CONDUCTORS.—1886.

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Assistant Grand Chief Conductor.—EDMUND COMAN, 905 W. 13th St., Kansas City, Mo.

Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.

Grand Senior Conductor.—WILLIAM J. DURBIN, 736 Clybourn street, Milwaukee.

Grand Junior Conductor.—WILLIAM W. FLACK, 916 Western Ave., Minneapolis, Minn.

Grand Inside Sentinel.—CHAS. W. EVARTS, Box 200, Meadville, Pa.

Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE

INO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.

HIRAK HURTY, Elmira, N. Y.—Term expires May, 1888.

ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.

WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.

W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORROW.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and Treas., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stendt's hall, over 195 E. Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. F. Compton, 2336 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray, L. box 274; Sec. and Treas.

Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

Collins Div. No. 5, Baltimore, Md. C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets ev-ry Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Bxter sts.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C. N. D. Austin, Williams House, Sec., N. E. Retallick, 167 S. Jefferson st. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.

Houston Div. No. 7, Houston, Tex. C. C., J. A. Martin, 154 Travis st.; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.

- Rochester Div. No. 8, Rochester, N. Y. C. C.,** J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 15:00, Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.**
- Southern Tier Div. No. 10, Waverly, N. Y. C. C.,** M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan. C. C.,** Jas. B. Engle; Sec. and Treas., C. F. Skidmore, lock box 451. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa., C. C.,** John J. Farrell, Dunmore, Pa.; Sec., M. B. Schoonover, Dunmore, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont. C. C.,** A. W. Martan, box 251; Sec., W. H. Ingram, box 205. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O. C. C.,** A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont. C. C.,** Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont. C. C.,** Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont. C. C.,** George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brockton Road, Parkdale, Ont. Meets 1st and 3d Sunday in each month, Odd Fellows hall, cor. Queen and Cameron sts.
- Three States Div. No. 18, Cairo, Ill. C. C.,** W. A. Keefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind. C. C.,** S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O. C. C.,** D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia. C. C.,** C. A. Starckfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 14:30, in K. of P. hall, No. — Pine street, Creston, Iowa.
- Mason City Div. No. 22, Sanborn, Ia. C. C.,** S. W. Derrick, Mason City, Ia.; Sec., H. L. George, lock box 278, Sanborn, Iowa. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa. C. C.,** Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt. C. C.,** C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, Watertown, N. Y. C. C.,** G. W. Howland; Sec., Frank J. Gordon, Carthage, N. Y. Meets 1st and 3d Sunday in each month.
- Morford Div. No. 26, Toledo, O. C. C.,** M. A. Loop, Jonesville, Mich.; Sec., E. W. Furrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont. C. C.,** C. J. No. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan. C. C.,** John H. Town, lock box 622; Sec., L. T. Smith, box 326, Cameron, Mo. Meets 2d and 3d Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Ottawa, Ont. C. C.,** A. Chapman; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Osark Div. No. 30, Springfield, Mo. C. C.,** Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia. C. C.,** Wm. C. Cross, Train Master's office, C. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa. C. C.,** Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia. C. C.,** F. R. Corliss; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia. C. C.,** F. Champ- lin; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb. C. C.,** G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col. C. C.,** L. German, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J. C. C.,** L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia. C. C.,** O. O. Winter; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets 2d Sunday in each month at 10:00, and 4th Sunday at 14:00, in A. O. U. W. hall, cor. E. 6th and Locust streets.
- Hannibal Div. No. 39, Hannibal, Mo. C. C.,** F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 311 N. 4th st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn. C. C.,** John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 194 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill. C. C.,** C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo. C. C.,** E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.

- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster, 43 Munsell st., Binghamton, N. Y.; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 384 Cass st.; Sec., A. L. Vannaman, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Sundays at 14:00, in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 68 Church st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Caperton, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec. F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garretson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Appgar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, D. & H. C. Depot, Albany, N. Y. Meet 1st and 3d Mondays, at 14:30, in Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 248 S. Rusk st.; Sec., J. W. Housel, box 248. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.
- Valley City Div. No. 59, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec. C. S. Weston, 316 W. 5th st. Meets 1st and 3d Sundays in each month, 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kininent, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, box 313, Portage, Wis.; Sec., Geo. J. Johnson, box 23a. Meets every Sunday in each month at 2:30 p. m., Koop's hall.
- Legett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, North McGregor, Iowa.** C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C., M. & St. P. Ry. building.
- Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 714 East 12th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 253. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchell, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760; Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashabula Div. No. 73, Ashabula, O.** C. C., Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Henwood Div. No. 74, Decatur, Ill.** C. C., E. J. Layman; Sec. and Treas., Chas. A. Hall, 712 N. Main st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Geo. T. Galloway, acting. Meets every Sunday at 2:30 p. m., in K. of P. Hall.

- Robinson Div. No. 78, Savanna, Ill.** C. C., H. F. Fox; Sec., E. B. Carr, 133 LaSalle st., Chicago, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., J. S. Hardy; Sec., J. P. Whitney, Newport, Vt.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st.; Sec., Ed Flinn, 243 W. Tompkins st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Box 38; Sec., Wm. H. Shroyer, Box 311. Meets 2d and 4th Sundays in each month at 11 a. m.
- Astee Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Turtle Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday at 1:30 p. m., and 3d Sunday of each month at 9:30, cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.
- Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 1172; Sec., C. D. Rossetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. Johnston; Sec., Chas. Wimsatt, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry; Sec. and Treas., D. D. Curran. Meets 1st and 3d Saturdays in each month at 2:00.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., Fred. Camp. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 834; Sec. and Treas., G. T. Walker, box 258. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st.; Sec. and Treas., J. H. Rumbaugh, Van Wert, O., box 21. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 352 1/2 Dryvds st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Weagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., O. S. Putnam; Sec. and Treas., B. G. Warthen, box 1318. Meets 1st Monday in each month at 19:30 at 512 San Fernando st.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 207. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- B. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.

- El Captain Div. No. 115, Oakland, Cal. C. C.,** Chas. A. Post, 822 Brush st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th st. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal. C. C., O. M. Morris, Iathrop, Cal.; Sec., P. F. Roche,** lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn. C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44.** Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill. C. C.,** Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind. C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st.** Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind. C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845.** Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota. C. C.,** Frank Pechin, Box 537; Sec. and Treas., W. N. Cooley. Meets 1st and 3d Sundays of each month at 12 m. in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass. C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st.** Meets every alternate Sunday at 2 p. m., commencing March 1st., at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga. C. C., J. T. Johnson, 123 Orange st.; S. & T., R. R. Reid, 60 Pine st.** Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahatch Div. No. 124, Ogden, Utah. C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 705.** Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind. C. C.,** James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb. C. C. F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1446 N. 20th st.** Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill. C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343.** Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter. C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213.** Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn. C. C. Thos. Summerton; Sec. and Treas., R. Stack, Jr.** Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn. C. C.,** A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark. C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabez Kittle, 311 North Ringo st.** Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado. C. C., J. Patton; Sec. and Treas., C. H. Bunberry.** Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky. C. C., C. Petty; Sec., J. L. Ives.** Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio. C. C., M. H. McIlvain; Sec. and Treas., L. S. Nye, box 84, acting.** Meets 2d and 4th Thursdays of each month at 20:00, in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn. C. C.,** R. C. Cowardin, Dallas, Texas, box 233; Sec. and Treas., S. C. Paine, 570 S. Cherry st. Meets 2d and 4th Monday in each month, at 9 a. m., Lewis Hall, Cor. Sumner and Church sts.
- Ashton Div. No. 136, Huntington, W. Va. C. C.,** C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind. C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts.** Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 138, Garrett, Ind. C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn.** Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 139, Cleveland, Tenn. C. C.,** W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va. C. C.,** C. W. East; Sec. and Treas., E. Bray, acting, box 57. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo. C. C.,** T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter. C. C., W. A. Jameson, box 434; Sec. and Treas., Daniel Nottage.** Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa. C. C.,** James M. Sterling, 1034 5th st.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa. C. C.,** Jas. Berry; Sec. and Treas., Robert McDowell. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Croser Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O. C. C.,** Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass. C. C.,** F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Pritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira O. Sherry Div. No. 147, Easton, Pa. C. C.,** Thomas Callahan, 307 West st; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan.** Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincald Div. No. 150, Utica, N. Y. C. C., John M. Evans, 14 Broadway; Sec. and Treas., C. T. King, 2 Genesee st.** Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.

- Providence Div. No. 151, Providence, B. I. C. C.,** Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va. C. C.,** G. W. Taylor, 217 North 15th st.; Sec. and Treas., A. J. Blanton, 409 North 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** Wilson Marsden; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.,** W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,** H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, 3 Lawrence Block. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.,** Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C.,** W. R. Mooney, care B. & L. R'y; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,** W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.,** J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.,** Joseph Winder, 230 South Main st.; Sec. Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C.,** C. F. Brown, Council Grove, Kas.; Sec. and Treas. B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C.,** W. A. Bingham, 13 North 36th st.; Sec. A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa. C. C.,** J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782; Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C.,** J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C.,** A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, Newark, Ohio. C. C. Owen** Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y. C. C.,** D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 69 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 10:00.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C.,** A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C.,** S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 617 Harrison ave., Harrison, N. J. Meets at Roche's Hall, 1st and 3d Sunday each month at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C.,** E. G. Blaisdell, W. J. R'y depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C.,** T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughty, 121 Ten Broeck st., Albany, N. Y. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C.,** W. A. McCurdy, 1001 7th ave.; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb. C. C.,** Geo. W. Dwinell; Sec. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri. C. C.,** P. Fowler; Sec. and Treas., P. Short, box 631 Springfield, Mo. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C.,** T. P. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Fulton, Ky. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C.,** Robert Richardson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C.,** R. A. McCrae, 236 Juniatta st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C.,** W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, care of M. & O. R'y. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C.,** William Beales, box 351; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C.,** J. H. Latimer, box 305; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts, at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O. C. C.,** Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C.,** J. McKain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C.,** S. M. Taylor, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.
- Blue Ridge Div. No. 184, Charlottesville, Va. C. C.,** W. T. Wright; Sec. and Treas., F. L. Shaw. Meets 1st and 3d Monday of each month at 2 p. m., in Mechanics' hall, cor. Main and Union sts.
- Selma Div. No. 185, Selma, Ala. C. C.,** W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala. C. C.,** J. T. Alexander, box 592, Sec. and Treas., Walter Moore, of Ga. Pac. Ry.
- Sunbury Div. No. 187, Sunbury, Penn. C. C.,** Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

Stanberry Div. No. 188, Stanberry, Mo. C. C., T. J. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

Frontier Div. No. 189, Point Edward, Ont. C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.

Grafton Div. No. 190, Grafton, W. Va. C. C., Thos. S. Flannigan; Sec. and Treas., Jno. Flanagan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.

Yellowstone Div. No. 191, Billings, Montana. C. C., W. S. Becker; Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.

East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & T., L. T. Chubbuck, F. & P. M. Depot. Meets 1st Sunday afternoon of each month.

Lake Erie Div. No. 193, Loraine, Ohio. C. C., M. J. Courtright; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month at 9:30 a. m. in Arcanum Hall, Broad St.

Brookfield Div. No. 194, Brookfield, Mo. C. C., W. H. Crandall; Sec., J. W. Wayland. Meets 1st and 3d Sunday in each month at 19:30, in Hartman & Tooley's hall.

Sierra Nevada Div. 195, Sacramento, Cal. C. C., J. F. Calderwood; Sec., W. L. Knight.

St. Johns Div. No. 196, Jacksonville, Fla. C. C., G. T. Maughs; Sec., E. Marsh, care of F. R. & N. Ry. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.

Brainerd Div. No. 197, Brainerd, Minn. C. C., A. P. Spaulding; Sec., W. H. Cummings, box 1658.

Holyoke Div. No. 198, Holyoke, Mass. C. C., A. T. Smith, Williamsburg, Mass.; Sec., A. A. Bals, 291 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 14:00.

Pensacola Div. No. 199, Pensacola, Fla. C. C., T. F. Kidwell, box 734; Sec. and Treas., C. E. Cole, box 734. Meets 1st and 3d Sundays in each month, at 20:30 in Odd Fellows' Hall.

Bradford Div. No. 200, Bradford, Pa. C. C., E. H. Nash; Sec. and Treas., W. T. Bogart. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.

New Haven Div. No. 201, New Haven, Conn. C. C., H. S. Beers, 132 Howard st.; Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 14:00 in Room 13, Insurance Building, Chapel st.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

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Indianapolis Div. No. 1, Indianapolis, Ind. Jos. Averill, Pres.; Hugh S. Curley, Sec. Meets 1st Saturday night in the month.

Buffalo Div. No. 2, Buffalo, N. Y. Melvin Ehle, Pres.; Jas. M. Barrett, Sec.

St. Louis Div. No. 3, St. Louis, Mo. Chas. J. Wendling, Pres.; Jos. B. Nitchman, Sec.

Cleveland Div. No. 4, Cleveland, O. Alex. Bruce, Pres.; D. M. Alvord, Sec. Meets first Wednesday night in the month.

Cincinnati Div. No. 5, Cincinnati, O. Robert F. Marshall, Pres.; Albert Snell, Sec.

Leavenworth Div. No. 6, Leavenworth, Kansas. James Howard, Pres.; Henry Parsons, Sec.

Louisville Div. No. 7, Louisville, Ky. S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

Denver Div. No. 8, Denver, Col. Harry Buckhorn, Pres.; J. J. Bresnahan, Sec. Meets 1st and 3d Saturdays in each month in Division Room, Union Depot.

Rome Div. No. 9, Rome, N. Y. William Cooper, Pres.; H. S. Graves, Sec.

Terre Haute Div. No. 10, Terre Haute, Ind. Jno. B. Walsh, Pres.; Chas. H. McCray, Sec. Meets 1st Sunday in each month at 3 p. m.

East St. Louis Div. No. 11, East St. Louis, Mo. Geo. W. Glessner, Pres.; John T. Metier, Sec. Meets 1st and 3d Wednesdays.

Union Div. No. 12, Detroit, Mich. George J. Best, Pres.; Win. Blow, Sec.

Concord Div. No. 13, Concord, N. H.

Kansas City Div. No. 14, Kansas City, Mo. H. R. B. Riley, Pres.; R. M. Dillon, Sec.

Chicago Div. No. 15, Chicago, Ill. Jos. W. Creed, Pres.; Henry R. Hopkins, Sec. Meets 1st Saturday night in each month.

Lone Star Div. No. 16, Houston, Tex. T. Shaughnessy, Pres.; George T. Carson, Sec.

Capital City Div. No. 17, Des Moines, Iowa. Robt. W. Shackelford, Pres.; M. J. Scanlon, Sec.

Toledo Div. No. 18, Toledo, O. W. C. Raymer, Pres.; Sec. Chas. Fox. Meets 1st Sunday in each month at 3:30 p. m., at Penna Depot.

Milwaukee Div. No. 19, Milwaukee, Wis. Orville Zebber, Pres.; H. S. Teall, Sec.

Minneapolis Div. No. 20, Minneapolis, Minn. A. J. Hitt, Pres.; Harry Staples, Sec. Meets on the 1st Sunday in each month.

Itaska Div. No. 21, St. Paul, Minn. John McGuire, Pres.; Geo. L. Weaver, Sec.

Point Lookout Div. No. 22, Chattanooga, Tenn. R. B. St. Gall, Pres.; C. J. Harrington, Sec.

Pittsburg Div. No. 23, Pittsburg, Pa. Robt. Morrow, Pres.; John F. Bannon, Sec. Meets 3d Sunday in each month.

New Orleans Div. No. 24, New Orleans, La.

LaCrosse Div. No. 25, LaCrosse, Wis. C., Geo. J. Johnson, Pres.; Jos. Lutiger, Sec.

Omaha Div. No. 26, Omaha, Neb.

Manchester Div. No. 27, Manchester, N. H. E. T. Sherburn, Pres.; C. G. Hastings, Sec.

- Evansville Div. No. 28, Evansville, Ind.** Jas. Boleman, Pres.; Chas. C. Rooser, Sec.
- Monumental Div. No. 29, Baltimore, Md.** T. W. Coughle, Pres.; Alex. H. Miller, Jr., Sec. Meets 2d Sunday in each month in Van der Horst's hall.
- Lake Div. No. 30, Town of Lake, Ill.** W. C. Hurley, Pres.; W. D. Fitch, Sec., 354 Loomis St.
- Joliet Div. No. 31, Joliet, Ill.** Patrick Lowery, Pres.; John J. Foster, Sec.
- St. Albans Div. No. 32, St. Albans, Vt.** D. H. Plaisted, Pres.; James Finn, Sec.
- Salamanca Div. No. 33, Salamanca, N. Y.** O. H. Wheeler, Pres.; J. W. Mulcay, Sec.
- Rafferty Div. No. 34, Winnipeg, Man.**
- Denison Div. No. 35, Denison, Texas.** John C. McCullough, Pres.; Geo. W. Bartholomew, Sec.
- Ogden Div. No. 36, Ogden, Utah.** Geo. McIntosh, Pres.; D. A. Budge, Sec.
- Philadelphia Div. No. 37, Philadelphia, Penn.** E. M. Carter, Pres.; B. F. Donecker, Sec. Meets 3d Sunday in each month, in Donaldson's hall, cor. Broad and Filbert st.
- Burlington Div. No. 38, Burlington, Ia.** J. H. McPartland, Pres.; Ira O. Wright, Sec.
- Green Island Div. No. 39, Green Island, N. Y.** Egbert Daw, Pres.; Wm. E. Palmer, Sec.
- Echo Div. No. 40, Echo City, Utah.** Wm. H. Fay, Pres.; J. H. Rhins, Sec.
- Derry Div. No. 41, Derry, Pa.** Manassa Sweeny, Pres.; Daniel Williams, Sec.
- Michigan City Div. No. 42, Michigan City, Ind.** Andrew Montague, Pres.; W. T. Carter, Sec.
- Salida Div. No. 43, Salida, Col.** M. Killeen, Pres.; John Galvin, Sec.
- Jersey City Div. No. 44, Jersey City, N. J.** Jno. Gordan, Pres.; Thos. S. Mitchell, Sec.
- Massachusetts Div. No. 45, Boston, Mass.** Joseph T. Morse, Pres.; Orrin S. Tarr, Sec.
- Albany Div. No. 46, Albany, N. Y.** Isaac N. Cooley, Pres.; Chas. B. Dillon, Sec.
- Atchison Div. No. 47, Atchison, Kan.** Elmer T. Hyde, Pres.; Morrill Drake, Sec.
- Decatur Div. No. 48, Decatur, Ill.** John W. Rohan, Pres.; D. E. Baldwin, Sec.
- Gate City Div. No. 49, Atlanta, Ga.** C. W. Mangum, Pres.; E. S. Fairbanks, Sec. Meets 2d Sunday each month at 14:30 in Ry. Y. M. C. A. rooms.
- Nashville Div. No. 50, Nashville, Tenn.** John R. Hanley, Pres.; C. S. Evans, Sec.
- Three States Div. No. 51, Cairo, Ill.** Wm. P. Coulter, Pres.; Geo. A. Hibern, Sec.
- Connellsville Div. No. 52, Connellsville, Pa.** W. H. Thomas, Pres.; A. L. Davies, Sec.
- Altoona Div. No. 53, Altoona, Pa.** Geo. N. Anderson, Pres.; Chas. B. Moran, Sec.
- Brainard Div. No. 54, Brainard, Minn.** Benj. S. Mallory, Pres.; P. Murphy, Sec.
- Columbus Div. No. 55, Columbus, Ohio.** Jacob Henry, Pres.; Luke Brophy, Sec.
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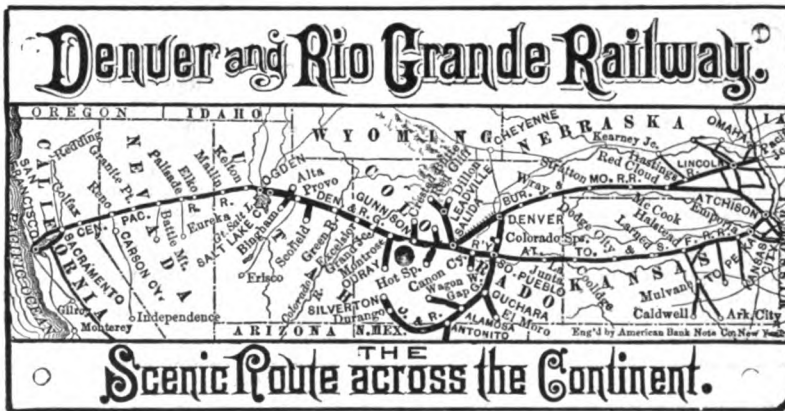
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If so, you can go via the **MONON ROUTE** via Louisville or Cincinnati, and see the Mammoth Cave, Nashville, Blount Springs, Birmingham, Montgomery, Mobile and the Gulf Coast for the same money that will take you through the dreary, uninhabited Mississippi swamps; we are confident you cannot select a line to the South enjoying half the advantages that are possessed by the **MONON ROUTE** and its Southern connections.

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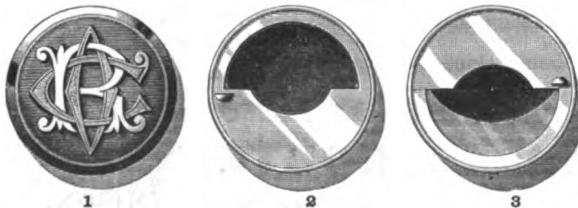


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No. 1 shows face of the button when attached.

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The Chicago, Milwaukee & St. Paul Railway Company has sent out a little pamphlet of eight pages, which describes the trip from Chicago to San Francisco over its short line and connections, the Union Pacific Railway and the Central Pacific Railroad. The little book mentions many of the numerous important places along this route, and it indicates briefly and in satisfactory manner what the accommodations and attractions for the traveler are. A running colored bird's-eye view map at the tops of the pages shows the comparative altitude of the many cities and points of interest. The distance from Chicago to San Francisco by this route is 2355 miles, and the time consumed in making the trip four and one-half days. In going from Chicago, about 600 feet above the sea level, one goes right up over the Rocky and Sierra Nevada Mountains at a height of 8,000 feet and down to San Francisco, less than 1,000 feet. By this route through Northern Illinois and Central Iowa, the traveler passes Des Moines, Omaha, Cheyenne, Denver, Great Salt Lake, Carson City and Sacramento. Everything in the way of checking baggage, providing berths, eating, and other accommodations, is looked after with the most scrupulous care, the aim being first and always to secure the comfort of the passengers. Persons going from all parts of the East to the far West would do well to consider the Chicago, Milwaukee & St. Paul route, concerning which they may obtain minute information by addressing A. V. H. CARPENTER, General Passenger Agent, Milwaukee, Wis.

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**The Only Line Running PULLMAN PALACE BUFFET SLEEPING CARS
Between BOSTON and CHICAGO without Change.**

Tickets, Time Tables, Maps and all information can be obtained of any authorized Ticket Agent in the United States or Canada.

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FROM CHICAGO TO GRAND RAPIDS, GRAND HAVEN, MUSKEGON, BIG RAPIDS,
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THROUGH PARLOR CAR on DAY EXPRESS each way, between CHICAGO and GRAND RAPIDS.

NO EXTRA CHARGE for seats to **THROUGH PASSENGERS.**

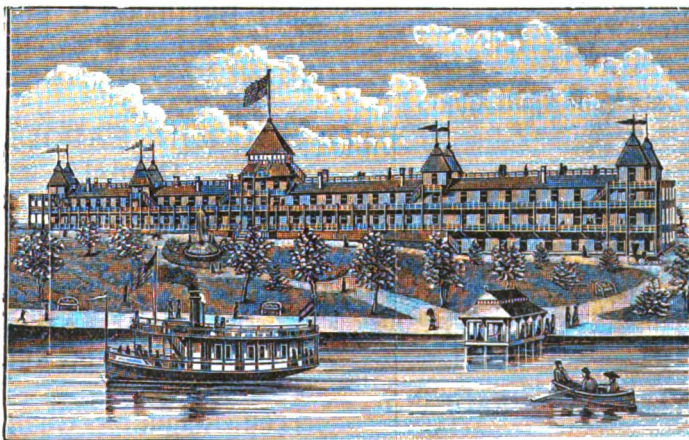
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SPIRIT LAKE is a place that Conductors can conscientiously recommend to their friends. It is, without exception, the finest summer resort in the Northwest. Write to the General Ticket Agent of the B., C. R. & N. R'y, Cedar Rapids, Iowa, for a Guide to the Summer Resorts of the Northwest and the Attractions of Spirit Lake.

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THE
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PARLOR
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—IS THE—

United States Fast Mail Route and Short Line.

Constructed and Equipped in the most Perfect Manner, insuring Safety, Comfort, Convenience and Speed. It traverses the most important portion of Wisconsin, reaching with its immediate connections, nearly every town and city in the State. Located on its main line are the cities of

MILWAUKEE, FOND DU LAC,
OSHKOSH, NEENAH,
MENASHA, STEVENS POINT,
CHIPPEWA FALLS, EAU CLAIRE,
NEW RICHMOND, ST. PAUL,
MINNEAPOLIS AND ASHLAND

Its trains start from Union Depots in CHICAGO, MILWAUKEE and ST. PAUL, and its equipment consists of

NEW AND MAGNIFICENT
Palace Sleeping and Parlor Cars,

—AND—

ELEGANT DAY COACHES.

Superior Facilities make it the best route to and from the East, West, North or South.

BE SURE YOU START RIGHT,

by asking for tickets via this Line. For maps, circulars, folders, or other information not obtainable at your local ticket office, apply to

F. N. FINNEY, General Manager, JAMES BARKER, Gen. Pass. Ag't.

H. C. FULLER, Gen'l Agt.,
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AGENTS WANTED for DR. SCOTT'S beautiful Electric Corsets. Sample free to those becoming agents. No risk, quick sales. Territory given, satisfaction guaranteed. Address DR. SCOTT, 842 Broadway St., N.Y.

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2 Passenger Trains Daily Each Way.

THE DIRECT LINE

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CLEVELAND, BUFFALO,
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PHILADELPHIA,
NEW YORK,
BALTIMORE,
WASHINGTON,

—AND ALL POINTS—

East, Northeast & Southeast.

(GOING WEST,) to
QUINCY, HANNIBAL,
ST. PAUL,
MINNEAPOLIS,
OMAHA,
KANSAS CITY
ATCHISON, TOPEKA,
DENVER, SAN FRANCISCO

AND ALL POINTS

West, Northwest & Southwest

Free Reclining Chair Cars

IN EACH DIRECTION.

Tickets via I. D. & S. R'y for sale by all Agents of connecting lines. Baggage checked through to destination. For further information, call on or address,

H. A. CHERRIER, Ticket Agt.,
114 S. Illinois St., Indianapolis.
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A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continent line in the system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and Southwest.

The Great Rock Island Route

Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air-brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

The Famous Albert Lea Route

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of interior Dakota.

Still another DIRECT LINE, via Seneca and Kan-kakee, has been opened between Cincinnati, Indianapolis and Lafayette, and Council Bluffs, Kansas City, Minneapolis and St. Paul and intermediate points.

For detailed information see Maps and Folders, obtainable, as well as tickets, at all principal Ticket Offices in the United States and Canada; or by addressing:

R. R. OABLE, **E. ST. JOHN,**
Pres't & Gen'l M'gr, Gen'l Tkt & Pass. Ag't,
CHICAGO.

**TEN DAYS FREE TRIAL BEFORE
PURCHASING.**



Cures all Diseases of Nervous Origin. \$5.00. 3.00
rences. Treatise on Health, two cent stamp.
SOLE CO., 133 LaSalle St., CHICAGO.

CHICAGO & ALTON

RR.

Palace Dining Cars
Palace Reclining Chair Cars
Pullman Palace Sleeping Cars

NO CHANGE OF CARS OF ANY CLASS BETWEEN
CHICAGO & KANSAS CITY
CHICAGO & ST. LOUIS
AND
ST. LOUIS & KANSAS CITY.

THE
MOST DIRECT
AND
POPULAR LINE
TO
ST. LOUIS
AND
Kansas City.

No Change of Cars OF ANY CLASS BETWEEN CHICAGO & KANSAS CITY, CHICAGO & ST. LOUIS, AND ST. LOUIS & KANSAS CITY.
Union Depots in CHICAGO, EAST ST. LOUIS, ST. LOUIS and KANSAS CITY.
NO OTHER LINE RUNS

PALACE DINING CARS

between CHICAGO and KANSAS CITY, CHICAGO and ST. LOUIS, and ST. LOUIS and KANSAS CITY. Meals equal to those served in any First-Class Hotel, only 75 cents. The finest

PALACE RECLINING CHAIR CARS

in the World are run in all Through Trains, day and night, without change, and FREE OF EXTRA CHARGE. This is the only line running a sufficient number of these Cars in all its Through Trains to accommodate all its patrons.

PULLMAN PALACE SLEEPING CARS

the finest, best and safest in use anywhere. The best and quickest route from CHICAGO to MEMPHIS, MOBILE, NEW ORLEANS, and all points SOUTH via ST. LOUIS.

THE SHORT LINE TO AND FROM
Missouri, Arkansas, Texas, Kansas, Colorado,
New Mexico, Mexico, Arizona, Nebraska,
Wyoming Territory, Montana Territory,
Idaho Territory, Utah Territory, Nevada, California, Oregon, Washington Territory, etc.

The GREAT EXCURSION ROUTE between the NORTH and SOUTH, and to and from Kansas Lands and Colorado, New Mexico and California Health Resorts and the Mining Districts of the West and Southwest.

See that your Tickets read via "CHICAGO & ALTON RAILROAD."

For Maps, Time Tables, and all information, address

JAMES CHARLTON,
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210 Dearborn Street, Corner Adams Street, CHICAGO, ILL.

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No. 4 Iron Block.

INDIANAPOLIS, IND.

Only Association devoted exclusively to Accidental Insurance among Pass. and Freight Conductors.

No Assessments. Payments cannot exceed \$25.00 per year. You know the outside cost. Each class pays its own risk. Every member being an agent, is the cause of the rapid growth of our Association. The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list:

CUT THIS OUT.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y,

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward my quarterly payment of \$6.25

1. My name in full is

2. Age.....

3. Address.....

County.....

4. State whether you have a through or accommodation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to Name in full

Residence

Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

DECLARATION.

I.....
Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$12.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$64.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$46.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash I., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Holten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and payments may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

Don't delay; Accidents will happen.

CLASS A.

Passenger Conductors and ex-Passenger Conductors, whose risk is not more hazardous than Passenger Conductors. \$25.00 Weekly Indemnity. \$5,000 Death Indemnity.

Actual cost only \$25.00 per year; payable in four payments of \$6.25 each.

CLASS B.

Freight Conductors' Indemnity \$15 weekly for thirty weeks, \$500 death indemnity, actual cost \$30 yearly, payable in four payments of \$7.50 each; or, \$10 weekly indemnity, and \$1,000 death indemnity, cost \$30 yearly, payable in four payments of \$7.50 each.

BY ALL ODDS

—THE—

**Best Equipped Railroad
in the World.**

Chicago & Northwestern Railway

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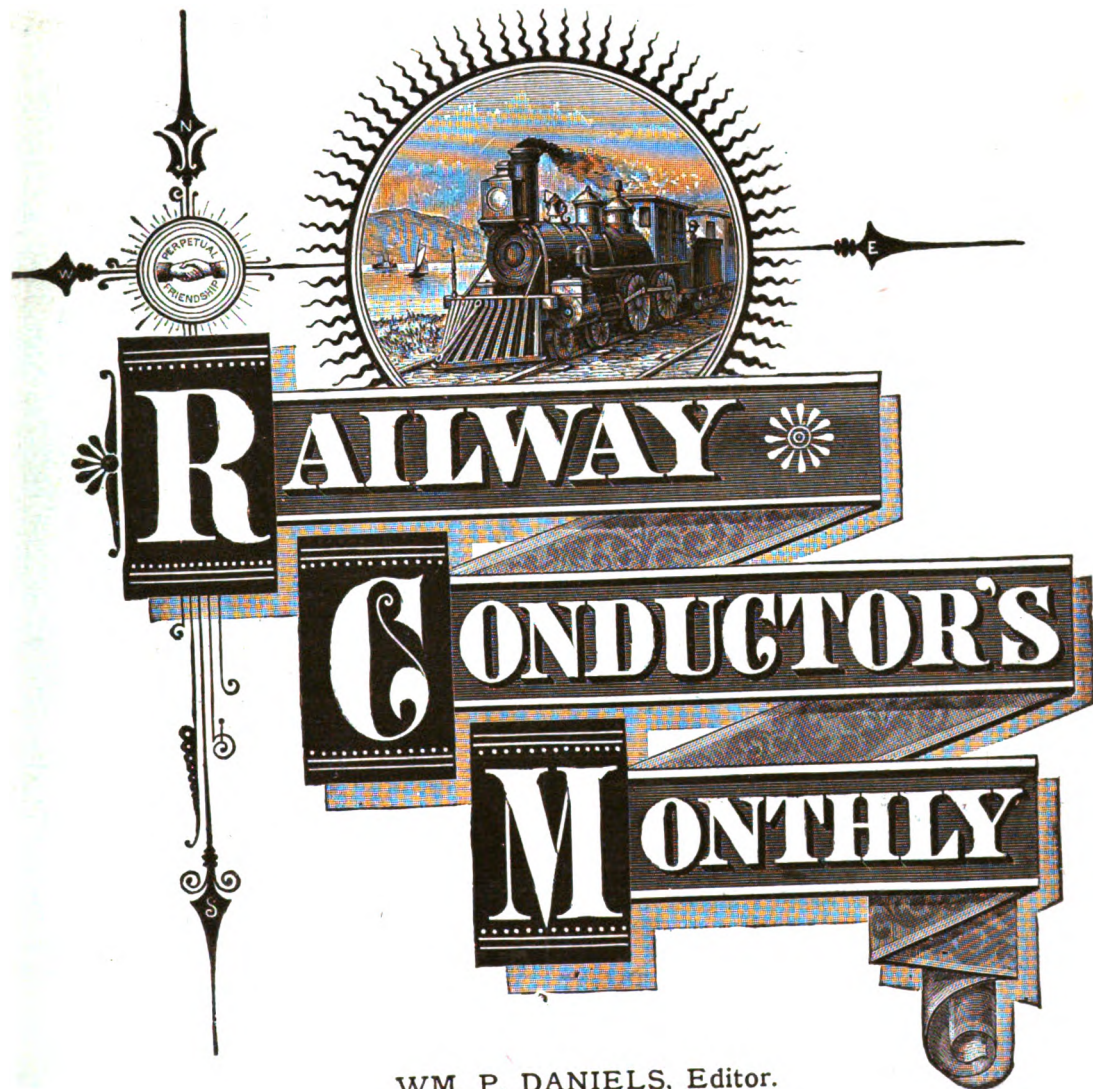
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DECEMBER, 1886.

Number 12.



WM. P. DANIELS, Editor.

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E. B. COMAN,
Associate Editors.



ORANGE SACKETT,
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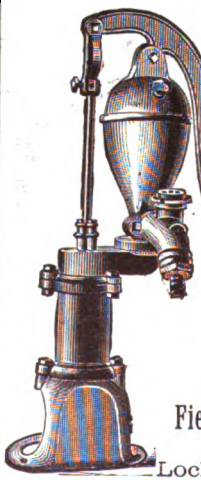
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RAILWAY CONDUCTORS' MONTHLY.

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MONTHLY.

Volume III.

CHICAGO, ILL., DECEMBER 1, 1886.

No. 12.

LUTHER R. CARVER.

Luther R. Carver, the subject of this sketch, was born in Indiana Nov. 5, 1842; his parents moved to Iowa in 1849 and settled near Ottumwa. In



1859 he left the farm and worked at house and sign painting near Galesburg, Ill., until the breaking out of the civil war, when he enlisted in the Forty-second Regiment Illinois Volunteers, and served with that famous

regiment in all its campaigns and marches up to, and including the capture of Atlanta; being engaged in the sieges of Island No. 10 and Corinth, Miss.; the Forty-second and two other regiments being with the gunboat fleet under Commander Foote at Island No. 10, the remainder of the army being at New Madrid under Gen. Pope; participated in the battle of Farmington, Miss.; in Nashville, Tenn., during Gen. Bragg's invasion of Kentucky; battle of Stone River; Chickamauga; with Gen. Thomas at Chattanooga; was in Sheridan's division at the storming of Missionary Ridge, and in the Atlanta campaign; was mustered out in September, 1864. Entered the service of the Cincinnati & Chicago Air Line R. R. in 1864 as fireman, after two years was promoted to locomotive engineer; entered the service of the Des Moines Valley R. R. (now a part of the C., R. I. & P. Ry. system) in April, 1869, and has served in the capacity of passenger train conductor since 1874. Was married in 1872, and resides in Keokuk, Iowa.

Bro. Carver became a member of Des Moines Division No. 38 in April, 1876; served four terms as its Chief Conductor, and is now serving the fourth year as its Secretary and Treasurer. Was sent to represent Division No. 38 at the session of the Grand Division held at Elmira, N. Y., in 1877, and has attended every session since; is a permanent member of the Grand Division. He has organized Divisions No. 22, 66, 79, 81, 84, 87, 89, 93, 95, 97, 98, 99, 100, 101, 103, 105, 107, 108, 110, 112, 117, 118, 119, 121, 126, 127, 133, 135, 136, 139, 140, 141, 148, 149, 157, 164, 180, 182, and 188, and assisted at the organization of Divisions Nos. 3, 40, 63, 83, 92, a greater number of organizations than any other member of the Order except the Grand Chief Conductor, and at present writing every Division organized by him is in good working order.

DON'T KNOW.

"My son, there are just two things in this world that I don't know about, and you have just asked me about one of them. I don't know why there is trouble and sorrow and poverty and sickness and death in this beautiful world. I used to know, when I was much younger, but I find as I grow older I don't know a great deal more than I used to know. I don't know why the best people seem to have all the suffering, and the great sinners have all the fun. I don't know why all the innocent men suffer for the wickedness of guilty men. I don't know why the man who cast the faulty column in Pemberton Mills wasn't crushed when the mill went down. I can't see why my neck should be broken in a railway accident because a train dispatcher sends out a wrong order, or a signal man goes to sleep. I don't see why my neighbor should be cursed with ill-health and

suffering just because his grandfather was a rollicking, hard drinking old profligate. I can't see why I should have neuralgia just when I want to feel at my best. I can't understand why Lincoln died and Davis lives. I don't know why some people starve while worse people feast. Well, you say, 'Wouldn't it be pleasanter if all these crooked things were straightened out?' Yes, oh yes! And wouldn't I run things a little better if I had the running of them?' Ye—e—hold on a minute—ye—I don't know really, that I want to try. There are several things to consider when you sit down to run a universe. True, if I managed things I could make several improvements at once. I would never again have the neuralgia for one thing; my boots would not run over at the heels like an italic *d*; my pantaloons would not work up, nor bag at the knees, and my collars would not climb up the back of my neck, and my moustache wouldn't keep waxed like a bristle at one end and out at the other like a satin ribbon, and—but there are other things to look after. The little matter of day and night I think I could manage for a week, may be, but there would be an eclipse or two to look after, an occasional rain, some snow, a late spring or an early autumn or a capricious harvest time to manage; there are certain movements of the sun and other planets that have rather delicate relations with the earth—come to think of it, my boy, I have never been able to control my own personal neuralgia. Now, you are very kind, but I will most respectfully decline the appointment. I find, on looking into the varied and trying duties connected with the office, that my bodily and mental strength would not stand the great tax that would be laid upon them. While I am in the heartiest accord with the administration and wish to give it, and to the extent of my poor ability do give it, my most earnest and hearty support and encouragement, yet I much prefer to do this in my capacity as a private citizen."—*R. J. Burdette, in Brooklyn Eagle.*

THE OLD OAKEN BUCKET.

AS REVISED AND EDITED BY A "SANITARIAN."

| | |
|--|--|
| With anguish of mind I remember my childhood, | The damp-shaded dwelling, the foul barn- yard nigh it— |
| Recalled in the light of a knowledge since gained; | But worse than all else was that terrible well; |
| The malarious farm, the wet, tungus-grown wildwood, | And the old oaken bucket—the mold- crusted bucket— |
| The chills then contracted that since have remained; | The moss-covered bucket that hung in the well. |
| The scum-covered duck-pond, the pig-sty close by it; | Just think of it! Moss on the vessel that lifted [mind, |
| The ditch where the sour-smelling house- drainage fell; | The water I drank in the days called to |

Ere I knew what professors and scientists
gifted

In the water of wells by analysis find;
The rotten wood fiber, the oxide of iron,
The algæ, the frog of unusual size,
The water impure as the verses of Byron,
Are things I remember with tears in my
eyes.

And to tell the sad truth, though I shudder
to think it,

I considered the water uncommonly clear,
And often at noon, when I went there to
drink it,

I enjoyed it as much as I now enjoy beer.
How ardent I seized it with hands that
were grimy,

And quick to the mud-covered bottom it
fell,

Then soon with its nitrates and sulphates,
and slimy

With matter organic, it rose from the
well.

Oh! had I but realized in time to avoid it,
The dangers that lurked in that pestilent
draught,

I'd have tested the organic germs and des-
troyed them [quaffed;

With potassic permanganate ere I had
Or, perchance I'd have boiled and after-
ward strained it

Through filters of charcoal and gravel
combined,

Or, after distilling, condens'd and regained it
In portable form, with its filth left behind.

How little I knew of the dread typhoid
fever

Which lurked in the water I ventured
to drink!

But since I've become a devoted believer
In the teachings of science, I shudder to
think.

And now, far removed from the scenes I'm
describing,

The story for warning to others I tell—
As mem'ry reverts to my youthful imbib-
ing,

I gag at the thought of that horrible well,
And the old oaken bucket, that fungus-
grown bucket—

In fact, the slop-bucket—that hung in the
well. —*Ex.*

THE DOWNFALL OF TRESPASS JOHNSON.

"I can't see dat Prof. Trespass Johnson am in de hall to-night," said Brother Gardner, as he looked up and down. "De fack am, I didn't 'zactly 'spect he would be. Sartin events hev occurred to render his absence a necessity. De secretary will turn to his name on de roll an' scratch it off, and write across it in red ink de word 'expelled.'"

When the secretary had carried out the request the president continued:

"Up to a y'ar ago Prof. Johnson was an active, respected member of dis club. He was not only a worker in our cause, but he was industrious as a man. If he couldn't get work at \$1.50 a day he got it for \$1. If he couldn't hev roast duck for Sunday he put up wid a beef-bone soup. His family had plenty to eat an' to w'ar, an' when rent day cum around he had de cash ready for his landlord.

"Just about twelve months back some white man told de professor dat he had just as good a right to a pianer, gold watch, an' span of horses as a rich man. He was told dat de aristocracy war coinin' money out of his labor. He was made to believe dat de pusson who wouldn't pay \$2 to hev

a kitchen ceilin' whitewashed was an oppressor. It was pounded into him dat, if he sot on de fence all summer an' talked again de blue blood of dis kentry somebody would furnish him roast turkey all winter.

"Many of you saw how he was affected. He began to hate honest work. His mouf began to grow bigger. While his cloze grewed seedy his importance increased daily. When his wood-pile grew low he cussed Vanderbilt. When his flour-bar'l was empty he reviled Jay Gould. When his children becum ragged he ripped at capital. When his wife becum barfut he swore at de aristocracy. When his landlord bounced him for non-payment of rent he howled an' raved about oppressors an' tyrants.

"De climax cum las' nite. I heard dat he had been boastin' dat de rich must divide wid him, an' I concluded to watch my hen coop. About 'leben o'clock de professor showed up. I had twenty-two choice hens. He had none. He was gwine to divide wid me an' take 'leben. My fr'en's, I can't 'zactly describe what happened arter I got my paws on him, but I know he went away empty handed, limpin', sore, an' in de han's of an officer. He am no longer a member of dis club. If dar am any odder man wid socialistic ideas now would be a good time fur him to make a grab fur his hat an' back down sta'rs."

A deep silence followed. Not a man moved.—*Detroit Free Press.*

SAVED BY DRINK.

I was talking with Mr. Brown, conductor on the 9:15 train on the West Shore Road, last night, on the evils of intemperance—a wretched drunkard who went rolling up Maiden Lane, suggested the conversation. "I don't look upon liquor and an occasional spree as a detriment," said the conductor. And as my manner at this radical expression seemed to surprise him, he continued:

"You see whisky and its effects saved my life once."

How is that, did you say?

"Well, twenty-five years ago, my uncle, who was a surveyor of some repute, was engaged by the Russian Government to survey the railroad leading from St. Petersburg to Moscow. He took out with him a party of experts, and I went along. We worked very hard, and when our labor was done had two weeks to spare before going home on the steamship Atlantic, upon which our party was booked. So we all went to Paris and had a great week of it. From there we went to London, and during the last few days of our stay in Europe we made Rome howl, as it were. The night preceding the morning we were to leave London for Liverpool on the tidal train, which would connect us with this steamer, we had a great dinner which lasted into the morning, and I am sure we all drank more

than was good for us. At any rate when we made for the station early in the morning the tidal train was gone. That sobered us up quicker than anything. We tried to get a special but did not succeed, although there was a hope that the next regular for Liverpool would catch the ship. We took it and telegraphed ahead we were coming. Arriving at Liverpool we rushed for the steamer, but time and tide wait for no revelers, and we stood on the banks of the Mersey and saw the tide fast going out on which the Atlantic had moved away an hour previous. We were a crestfallen lot, and cursed our folly."

"Well," said I, inquiringly, as the conductor stopped and meditated.

"Well," he replied, "the Atlantic was never heard of afterward. She was lost, with all on board."

MASONRY OF DIVINE ORIGIN.

For the MONTHLY.

There is a stream in mid-ocean which, as if directed by some unerring hand keeps steadily on its course through the trackless deep, and is hailed with expressions of delight by the mariner after a season of ceaseless toil on the rolling billows, as a guide to some port of safety. Great tidal waves have their moving power and impulse from the very bed of the ocean, and the hidden, subtle and resistless forces which the earth's crust itself obeys. And so those great tidal waves of thought and feeling which sweep irresistibly over an age, come of historic causes as subtle and as powerful. The study of these and their causes is very fascinating, and to draw true wisdom from it demands the very highest powers of the human mind. The geologist exhumes the extinct denizens of the globe, and assigns them their place in nature, and with the knowledge he has acquired of the fossils, can trace the footprints of nature in the rocks, and interpret the language spoken by him who spoke as never man spake, ten thousand years ago.

The sculptor presents us with the sleeping sphinxes of Egypt, and the colossal bulls of Rome to guard her sacred portals. Phenicia and Carthage furnish us with their Mosaic pavements which for chasteness and exquisite beauty excel the most elaborate of modern times. Music has its origin with Jubal, the son of Lamech, and the first mention of music in the times after the deluge is in the narrative of Laban's interviews with Jacob. The songs of Deborah and Barah are cast in a distinctly metrical form, and were probably intended to be sung with a musical accompaniment as songs of the people. The simpler impromptu with which the women from the cities of Israel greeted David after the slaughter of the Philistines was apparently struck off on the spur of the moment, under the influence of the wild joy with which they welcomed their national champion, "the darling of the songs of Israel."

The Egyptian ceremonies were made peculiarly impressive by the number of their musicians and the variety of their instruments. The history of that amour of the Goddess of Love with Andusis which gave Æneas to Troy, is told with consummate dignity, tenderness and passion. The instinctive propriety of manner and words, the inviolate decorum of every line show how true Greek art was to its mission of beauty and purity. The majority of people have read the Iliad at least in translation, but there are very few outside the ranks of accomplished scholars who are familiar with the beauties of the minor poems in the Homeric works. Though unequal in power, many of them bear

unmistakable signs of the genius to whom the world owes the *Iliad*. It has been a mooted point among classical critics whether such a person as Homer ever had any actual existence, but the majority of those that love the poems attributed to the blind old man of Scio's rocky isle, prefer to believe in the personality of him who stands on the grandest pedestal of the world's poetic Pantheon. The early astronomers watched the tears of heaven that fell in torrents, and the missiles of God that destroyed the city of the plain. But when the storm was hushed and the heavens shone forth in beauty from the summit of Ararat the astronomer resumed his endless vigils. In Babylon he keeps his watch, and among the Egyptian priests he inspired a thirst for the sacred mysteries of the stars. The plains of Shinar, the temples of India, the pyramids of Egypt, were equally his watching places.

When science fled to Greece, his home was in the school of philosophers; and when darkness covered the earth for a thousand years, he pursued his never ending task from among the burning deserts of Arabia. When science dawned on Europe, the astronomer was there, toiling with Copernicus, watching with Tyco, suffering with Galileo, triumphing with Kepler, later still the Chaldean shepherd, as on some lofty peak he stood in the stillness of the midnight hour with the listening stars as witness of his vows, and there conscious of his high destiny and that of his race, resolved to commence the work of ages. Here, he exclaims, is my watch tower, and yonder bright orbs are henceforth my solitary companions. Night after night, year after year will I watch and wait, ponder and reflect until some ray shall pierce the deep gloom which now wraps the world. When seated upon the throne of Israel, inspired with a true knowledge of his greatness, he sang: "When I survey the heavens the work of thy fingers, the moon and stars thou has ordained. What is man that thou art mindful of him or the son of man that thou visited him." Six thousand years have rolled away since the grand investigation commenced. We stand to-day at the terminus of this vast period, and looking back through the long vista of departed years mark with honest pride the successive triumphs of our race. Philosophy had its birth and education in the school of Socrates, who in early life collected the scattered remnants of theoretic philosophy, and after years of patient study and unremitting toil, secured to himself those priceless gems of thought that had been spread in rich profusion by his progenitors and promulgated a system which has been the foundation of all philosophic pursuits through all the succeeding ages. Dr. Crocker in his work on Christianity and Greek philosophy thus speaks of Socrates: "The grand central figure in the group of ancient philosophers arrived in Athens in the midst of this general skepticism. He had an invincible faith in truth. He made her mistress of his soul, and with patient labor and unwearied energy did his great and noble soul toil after perfect communion with her. He was disappointed and dissatisfied with the results which had been reached by the methods of his predecessors, and he was convinced that by these methods the problems of the universe could not be solved. He therefore turned away from physical inquiries and devoted his whole attention to the study of the human mind, its fundamental beliefs, ideas and laws. If he cannot penetrate the mysteries of the outer world, he will turn his attention to the world within. He will 'know himself,' and find within himself the reason and ground, and law of all existence. There he discovered certain truths which cannot possibly be questioned. He felt he had within his own heart a faithful monitor, a conscience which he regarded as the voice of God."

The grand problem of philosophy therefore now is, what are these fundamental ideas which are unchangeable and permanent, amid all the diversities of human opinion connecting appearance with reality, and constituting a ground of certain knowledge or absolute truth. Socrates may not have held the doctrine of ideas as exhibited by Plato, but he certainly believed that there were germs of truth latent in the human mind—principles which governed unconsciously the process of thought, and that these could be developed by reflection and by questioning. These were embryonic in the womb of rea-

son coming to the birth, but needing the "maientic" or "obstetric" art that they might be brought forth. He would become the accoucher of ideas, and deliver minds of that secret truth which lay in the mental constitution. And thus psychology becomes the basis of all legitimate metaphysics.

We have said more under this head than we first intended, but we could not forego the pleasure it afforded of presenting you with the language of a very eminent scholar and divine (who is not a Mason), upon a subject the fundamental principles of which are in perfect accord with the fundamental principles of our Order, and must be observed by every true Mason; but I am sorry to say it is too much neglected. Pythagoras following in the wake of progressive science sought out and set in order many problems; traveling in Egypt the year Thales died, and living among the priests twenty-two years became expert in geometry and all the Egyptian learning, until he was captured by Cambyzes, King of Persia, and sent to Babylon where he was much conversant with the Chaldean Magi and the learned Babylonish Jews from whom he borrowed great knowledge that rendered him very famous in Greece and Italy, where afterward he flourished as author of the forty-seventh problem of Euclid's first book which if duly observed, is the foundation of all Masonry, sacred, civil and military. Pythagoras died when Mordecai was the prime minister of state to Ahasuerus, King of Persia, and ten years after Zerubbabel's temple was finished. It was before this time that the beautiful Biblical allegory, the Masonic symbol of completeness was conceived and reduced to practice, and which has been observed by Masons through all the succeeding ages.

As the number ten is a symbol of mathematical completeness, so the number three is a symbol of Masonic completeness. A few of the ternary allusions in use among Masons will be noticed as illustrations.

There were three places where the materials for the temple were prepared, the quarry, forest and plain. There are three qualifications of a candidate, birth, morals and age. There are three questions propounded to which an affirmative is required before initiation and admission is only gained by the same alarm. There are three moral duties, viz.: To God, our neighbor and ourselves. There are three lessons taught—secrecy, morality and good fellowship. There are three qualifications of servitude, freedom, fervency and zeal, symbolized by chalk, charcoal and clay. There are three theological virtues, faith, hope and charity. There are three greater and three lesser lights; three movable and three immovable jewels; three articles of furniture, three ornaments, three principal officers and three symbolic degrees; three decorations to the pillars to the porch of the temple, emblematical of peace, unity and plenty. On Mount Moriah where the three great offerings were made, viz.: By Abraham, David and Solomon, three temples were successfully constructed, the first by Solomon and the two Hiram. The second was erected under the superintendence of Joshua, Zerubbabel and Haggai who filled the three great offices of priest, king and scribe or prophet. The third by Herod, Hillel and Shammai. The length of Solomon's temple was three times its breadth; it contained three courts, and the body of the temple consisted of three parts, the portico, the sanctuary, and the most holy place. There were three curtains, each of three colors. Three orders of priests, and three keepers of the door. Three golden candlesticks had three branches on each side; and there were three stones in each row of the high priest's breast-plate. The oxen which supported the molten sea were arranged in threes, each triad toward one of the cardinal points; and the vessels were made of sufficient capacity to contain three thousand baths.

To this holy place the children of Israel were commanded to assemble three times a year, at the three grand festivals—the Feast of the Passover, Pentecost and of Tabernacles. There are three that bear records in heaven, the Father, Son and Holy Ghost, and these three are one. There are three that bear record on earth, the water, the spirit

and the blood, and these three agree in one. It will thus be seen that the number three as a mystical number entered into all the systems of the ancient mysteries, and was universally applied to the Deity, as the equilateral triangle was his universal symbol, and conveyed the idea of the trinity [of the Godhead. The trinary number was to the ancient philosophers the most excellent and favorite number; a mysterious type revered by all and consecrated in the mysteries. How then are we to account for the universal use and application of this remarkable number? We find it before the deluge and in all the mysteries and religious systems practiced in Europe, Asia, Africa, America, and the Isles of the Sea. Having been venerated in the earliest ages of the world, it must have proceeded from the great fundamental idea which underlies all nature, the Creator himself and his benevolence to man, caused him to institute Masonry and in humble gratitude to its great founder, Masons ever have, and still continue to teach benevolence to all mankind. God intrusted Masonry with the keeping of a copy of His holy laws; and when every other copy was destroyed by the ruthless hand of the invader, Masonry, true to its divine appointment, preserved a copy where neither Nebuchadnezzar nor the mildew of time could sully its pages, and at God's own appointed time, brought it forth to be read to the people as evidence against themselves, and as proof of the power and goodness of God. Masonry has ever taught morality and virtue, brotherly love, belief and truth. In short it has inculcated upon the minds of its votaries all the preliminary qualifications essential to a proper appreciation of the love of God and his holy laws.

Masonry being instituted for the good of all, could not teach creeds. It has, and ever had, one faith and one doctrine—love to God and man. While it teaches no sectarian theory, it significantly points to the worship of that Holy King whose fiat spoke worlds into being, and whose infinite goodness pleads with fallen man. Masonry teaches no ephemeral worship; it wants no gewgaws to fascinate the vain pretender; but with plastic power it lays hold of the thinking faculties, and mildly but irresistibly leads its votaries to scan the far off heavens, and bow the knee in humble adoration to Him who sits enthroned higher than the heavens, and more glorious than the congregated glory of worlds. Masonry requires that all its members shall believe in one supreme, immaculate God, and requiring this, it of necessity encourages all to seek an intimate acquaintance with and obedience His laws; and hence the Holy Bible, by Masons believed to contain those laws, is always lying open in the lodge room. No entered apprentice can be made without it; no fellow-craft can be made without it; no master Mason can be made without it; in short, no degree in Masonry can be conferred, and no degree can be legally conferred unless the candidate be in a peculiar manner persuaded to take that holy volume as the rule and guide of his faith. Masonry affectionately entreats all its followers to study the law of God, and to do His will. Masonry requires its votaries to practice morality and brotherly love. It teaches benevolence and charity; it requires temperance, fortitude, prudence and justice; it teaches mercy, forbearance and kindness; in short, it teaches all the virtues inculcated by the Holy Bible. Masonry confirms the believer, persuades and endeavors to convince the wavering, and attacks the stronghold of the infidel and constrains him to bow his knee and supplicate for mercy at the altar of Jehovah. Masonry deals with the worldly minded, who might not otherwise read the Bible or attend divine worship. Thousands there are who have been led to knock at the door of the lodge, prompted mainly by curiosity, or by an expectation that amusement was to be found there, but whose minds became solemnly impressed with the holy truths inculcated by Masonry, and have gone away resolved to be better men. The chisel of truth has engraven upon their hearts those solemn truths contained in the Bible, but which they had never learned, or learned to be disregarded. Masonry persuades all men to be good and true and obey the moral law, and who will deny that he who so lives has made one step toward obedience to that higher and holier teaching to be found in the Book of Life?

If, then, Masonry was instituted by Divine appointment, and continues to meet the ends of its mission; if, as we believe, Jehovah has preserved it as in the hollow of His hand, "to bring the blind by a way they know not," to lead them in paths they have not known, to make darkness light before them, and crooked things straight—these things to do unto them, and not forsake them—will the time ever come when Masonry shall cease to be? We answer unhesitatingly, that as sure as the Bible is the word of God, the day must and will come when Masonry shall no longer exist on earth. Masonry will continue as a means of God's appointment to win the minds of men from the error of their ways, until in conjunction with all the other appointed means the end is accomplished, when every knee shall bow and every tongue confess that Jesus is the Christ. Then, and not till then, shall efforts for the spread of the Word of God be no more needed; then, and not till then, will God sever the Masonic tie, and unite its members in bonds of holy love in that temple—that house not made with hands—eternal in the heavens.

We cannot close without making some personal allusions to the benefits which the recipient derives from the observance of the principles inculcated in the Masonic ritual. Dr. Oliver, devoted in youth to literary pursuits, spent a life of unremitting toil in bringing out the hidden truths of Masonry, and when ripe old age had silvered his locks he raised the standard of Masonic literature, and with an earnestness seldom equaled, if ever excelled, secured its acceptance by the literary men of Europe and America, carrying to his grave the proud consciousness that Masonic literature would grow in public favor through all the rolling years of time. Sir William Johnson, Bart., the English superintendent of that powerful confederation of Indian tribes known as the Six Nations, established a lodge on the Mohawk River in 1766, disseminated the principles of Free Masonry among the people, and instructed them in the use of symbols. But his labors have passed into history, and to us are like foot-prints on the shores of time. They point to unrecorded dynasties of craftsmen, whose labors, like those of the pioneer in some primeval forest who erects the first rude habitation in the place where busy cities afterward arise, are all obliterated and forgotten.

Rev. Samuel Seabury, the first Episcopal bishop in America, was a member of our Order, and devoted alike to the cause of Christianity and Masonry, as we may conclude by the following resolutions, adopted by the Second Provincial Grand Lodge of New York, before which he delivered an address Dec. 27, 1782. The resolutions read as follows:

Resolved unanimously, That the thanks of this Lodge be given to our Rev. Bro. Dr. Seabury, for his sermon delivered this day before this and other Lodges, convened for the celebration of St. John the Evangelist.

Resolved, That the thanks of this Lodge be presented to Rev. Dr. Inglis, Rector of New York, for the very polite and obliging manner in which he accommodated this and other Lodges with the use of St. Paul Chapel for the celebration of Divine service this day.

General Joseph Warren, Grand Master of Massachusetts, was the first grand offering of American Masonry at the altar of liberty, and the ground floor of her temple was blood-stained at its Eastern gate. The second Grand Master who fell at the post of duty was Peyton Randolph. One fell on the battle field and the other in the council chamber of our country. Both their graves were wet with a nation's tears, and their Masonic brethren place on each the perpetual green (acacia).

The author of Modern Philosophy, whose poverty in youth was a barrier to his intellectual development and literary pursuits, with an energy and earnestness characteristic of every true Mason, overcame all obstacles, and in manhood treated for his country with the monarchs of the old world, its common enemies, and in old age the lightnings from the clouds played harmless at his feet. The name of Benjamin Franklin will live

Long ere the sun
Doth its successive journeys run.

Our own beloved Washington assisted in laying the corner stone of our national capitol on the 18th of September, 1793, in the thirteenth year of American independence, in the first year of the second term of his presidency, whose virtues in the civil administration of his country have been as conspicuous and beneficial as his military valor and prudence have been useful in establishing her liberties.

We might continue this catalogue by calling up such names as those of La Fayette, Randolph, Jackson, and Putnam, the first Grand Master of Ohio; but we turn from the recital with feelings of the deepest emotion. Where are those great lights of Masonry now? Where are those who were the pillar of cloud by day and the pillar of fire by night, as a guide to Masonry in the years that have passed? They have paid their debt of death; their bodies have fallen like autumn leaves to enrich our mother earth, and their spirits have gone to the God who gave them. Who is there here to take their places? Let some one of my readers answer. To whom of the rising generation can we point to conduct us safely through the storm of opposition which at times seems like a ponderous weight, ready to crush us? Who will guide us across that ocean whose waves seem ready to overwhelm us? Who will carry us over the frightful chasm? One generation passeth away, another generation cometh.

That Being whose ways to us are mysterious and past finding out, will conduct us safely through all the troubles we meet with in life's journey, and moor us in that peaceful harbor. Yes! God speaks to man through the countless objects of His creation; His law, His goodness and wisdom are written upon the arched canopy of heaven, where the shrubless mountains pierce the atmosphere of eternal winter, and the waves of dark green foliage fluctuate before the strong wind. It is these revelations from God to man that break, link after link, the chain that binds us to materiality, and open to our view a world of spiritual beauty.

It will thus be seen that religion was the only foundation on which our Order could be securely placed, for no institution can be firm or permanent which is not supported by the protection and favor of the Deity. Everything merely human must inevitably decay and crumble to ruin before the all-devouring hand of time; but the Word of God and everything founded on that basis shall never fail. Even the heavens shall pass away with a great noise, and the elements shall melt with fervent heat; the earth also, and the works that are therein, shall be burned up; but Masonry, pure and uncontaminated with earthly abominations, shall triumph over the general and universal dissolution, and shall cement the hosts of heaven in a holy union and communion to all eternity.

W. S. S.

CAUGHT HIM.

Mr. Sol Smith Russell tells how he recently renewed an acquaintance with Mr. Otto Schnelgarten, of Milwaukee. Schnelgarten set up the beer, and presently he said:

"Let me see, Sol, you ound me vas about the same age, ain't it? How old vos you, any way?"

"I am 37 years old," replied Mr. Russell.

"Ach, gome now—dot vas a choke!" insisted Schnelgarten, smiling skeptically.

"No," protested Mr. Russell, "I was born in 1848."

"In eighdeen forty-eighd, eh?" cried Schnelgarten. "Get oud! I gatch you now—you told me dot den years ago!"—*Chicago News*.

LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.

Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAILWAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

THE STORY OF JIM CHURCHILL.

It was dusty, hot, and badly ventilated indoors, although out of doors a cold rain was beating cheerlessly against the car windows, and the damp, raw wind was as fresh as the brown hills and ice-covered marshes it blew over. It was an accommodation train on one of the trunk lines in the central part of the State, and therefore a better condition of affairs could not have been expected. No matter how cold the weather or wet, it is always hot and dusty on an accommodation train. The colder and wetter it is outside, the hotter and dustier inside, and the more unpleasant it is the slower the train bumps over the rails, the more frequent the stops it makes, the larger the crowd of on-coming passengers, and the greater the throng of goers-out. At Palatine Bridge the train came to another stop. On the uncovered platform of the railway station there were gathered a few shivering, would-be passengers, eager to barter one condition of discomfort for another almost equally as disagreeable, and impatient at the delay, for who ever knew an accommodation train to be on time? Among them were a man dressed like a farmer, and two little girls, the elder less than six years old, and the younger her junior a year or so, with fresh, smiling, dimpled faces, and sweet, prattling voices, which even the rumble of the train, the sticky dust, the plashing rain, the smoke, the heat, and the crowded load of ill-tempered passengers could not cloud nor silence. They came into the car where I sat. The farmer and the younger child found a vacant seat in front of me. I moved nearer the aisle to let the other climb over the parcels by my side next to the window, out of which she gazed into the rain and through the blinding clouds of smoke which covered the soggy fields, with an intensity of delight that was so unaffected that the train ought to have felt flattered, had it sense enough to feel anything.

"I dess love to ride on the cars, don't you?" she asked, after the train had resumed its tiresome journey.

"Sometimes," I replied.

"I do all the time. My papa is an engineer."

"Then you ride a good deal?" I ventured.

"Not very much," she answered with a little sigh of discontent; "not as much as I want to. Since mamma went away papa won't let me, and grandma always cries when I go on the cars."

"Ah?"

"Didn't you know that? You know my papa?" she remarked, with such confidence in my knowledge that I was almost ashamed to say that I didn't.

"Don't bother the gentleman," interrupted the farmer as he turned half around in his seat and faced me. "She is a big talker."

"She doesn't bother me in the least," I made haste to say. So, reassured, the little maiden turned her face again to the window, and in a moment was too much absorbed in the fleeting panorama to remember anything but the passing pleasure.

"Her father was an engineer on this road—Jim Churchill. Ever heard of him?" continued the farmer after a short pause. "No. Well, I ain't surprised. Yet he deserved to be known more'n lots of men that gets their names before the public. Jim and I was schoolboys together up country near Palmyra. We was both raised in the same township, and used to think when we was men we'd be partners, and so we was—almost. Jim was bigger'n me, stronger, and a year or so older. I was always a runt among the boys, and if it hadn't been for Jim I'd probably been licked every day in my life. But Jim wouldn't stand nothing of that sort. He was as brave as a giant, and never allowed any one to be imposed upon while he could prevent it, and when the boys learned that he meant what he said they left me alone. So we grew up together like two brothers. He loved me because I was weaker than he was, just as a father loves a baby, and I just worshiped him. I'd 'a died for him, stranger, just as easy if he'd only said the word. You ought to have known Jim Churchill. One Jim Churchill would make up for half a million such fellows as me and the ordinary run of folks.

"When we was about sixteen years we had our first trouble. She was the prettiest girl in the county, and she was just as sweet and good as she was pretty. She was the dominie's daughter, and when she came to school Jim and I both set our caps for her at the same time. Funny, stranger, how a pretty girl will come between old friends. Two men can live like twins a whole lifetime, but just let a pretty woman come in and they will fight like brothers-in-law over a will. When little Phillis came to school, and Jim and I ran races to ask to see her home or to fetch her to singing school or Sunday night meeting, then, stranger, we knowed the first trouble of our lives. Somehow we grew cold like, and before that year was ended we did not speak. One night Jim and I met at her house. I was seventeen then, and Jim was over eighteen and as big as a man. He had a beard, almost, and he was as handsome as a picture. He didn't know I was there, or I don't think he'd 'a called. I had been there about an hour, and just before the knocker sounded Phillis had told me the old story we all of us love to hear so well, and I felt as happy and light-hearted as a

lark. When Jim came in and saw us sitting in the little old parlor he seemed to know just what had happened like a flash. For a moment I thought he'd do something he'd regret some time, his face got so black and sullen, and his eyes got ugly. Phillis saw it too, soon as I did.

"'Jim,' said she, her voice trembling just a little, 'Jim, I want you and Bob to shake hands and be friends.'

"Then I got up and held out my hand, though, to tell the truth, I felt sort of nervous.

"'Jim,' she went on, her voice getting stronger and her face getting sweeter and sweeter, 'I want you to love Bob again just as you used to, because—because—I love him so much. Won't you, Jim? for—my sake.'

"I wish you could have seen Jim just then, stranger. I never saw the good in a man fight so hard with the bad and come out ahead in all my life before or since, and never expect to again. He stood there by the open window just as if he'd been carved out of stone. I didn't know whether he'd heard what she said or not, he was so still. Then just as I was about to take back my hand Jim took it in both of his so hard I almost dropped. Then he threw his arms around my neck, kissed me on my lips, flopped down on a chair, stranger, and cried like a baby. Phillis, the little woman, cried too, and there we all were with our arms around each other crying like women, and not any of us knowing what we was crying about.

"That settled things with us. After that we was brothers, just like we used to be. Well, it's a long story, and I guess you won't care to hear it all. So I'll cut it short. When I was twenty-one I was married. Jim was our best man, and my oldest boy is named James Churchill Brown, About a year or so later Jim married. She was a cripple, and supported her mother doing sewing. But if she had been a royal princess Jim couldn't have treated her any better. After he got on the road he built her a little house near us, and there they lived and there these little tots came into the world. About a year ago a little boy came to their cottage, but he only staid a day or so, and when he went back to where he came from he took the little mother back too, and these little ones were left behind. Jim never lost heart though, but the blow nearly killed him. He stood up under it as brave as a lion, and you'd never have known from his face, except that he didn't smile the way he used to, that he knew what sorrow was. One evening last week—it was an off-day with Jim—he and Phillis was out walking by the creek that runs through my meadow by the red barn. It was just dusk and my little boy was running on ahead playing in the snow when they came to the railroad crossing. Just as they got there Jim heard a whistle. It wasn't time for the regular train, so he wasn't watching out for danger. It was a special, and it was coming round the curve like lightning. My little Jim was playing on the culvert. Phillis heard the whistle, she saw the boy on the track, she heard the rattle of the engine just as if it

was a dream. Then she gave a little scream and fell down on the road in a faint—"

"East Creek!" called out the conductor, as the train stopped again in the storm.

"Oh! Uncle Bob!" cried the little maiden by my side. "Look out the window. There's Aunt Phillis and Cousin Jim, and there's grandpa and grandma, and what a funny, long black wagon that is! Look! Look!" she continued, as the farmer gathered together his charges and started for the door. "They are putting a black box in the wagon, and Aunt Phillis is crying awful hard."

"Yes," replied the farmer, as he brushed away a tear from his eyes. "Yes, that's Jim Churchill, stranger, in that box."—*Ex.*

For the MONTHLY.

BABY.

She came to us when spring was new,
And earth was blushing like a bride;
When piping call of mating birds
Was heard on wooded mountain side.
The brooklet sped its sun-kissed wave
O'er pebbly bed with joyous brawl;
And opening buds looked up with smiles,
But she was fairer than them all.

Aye, fairer than fairest bud or flower,
As she lay nestling in our arms;
A tiny, helpless, dainty thing,
In all her dimpling baby charms.
Even her feeble, wailing cries
Upon our love made sweet demands,
We were as captives bound in chains,
Led by her weak and helpless hands.

The summer days had come, and gone;

The leaves and flowers withered lay;
The ripened fruit dropped from the boughs,
And all the fields were clothed in gray.
And colder grew the southing wind,
'Till snow-wreaths wrapped the mountain's crest;
Then cold and white the tiny hands
Lay folded on the pulseless breast.

And once again the spring is new;
The brook is free from icy thrall;
Amid the orchard's fragrant bloom
Again the mating robins call.
Unheeded are the sunny days,
The blushing bud, the greening leaf;
Our eyes are blinded with our tears;
Our hearts are dumb with bitter grief.

JOSEPHINE BRINKERHOFF.

HOW SLANG IS USED IN BOSTON.

"Dear, dear, where have you been, girls?" said a Boston mother to her daughters, who returned late from an entertainment.

"We've been carmining the municipality,"* giggled the eldest.

"And observing the pachyderm,"† laughed the second.

"And vociferating the female to an extraordinary elevation,"‡ chimed in the third.

"Dear, dear, dear!" exclaimed the mother in expostulatory tones.

"There's no harm done, mamma," pouted the fourth; "everything is

amiable, and the fowl, whose cackling was the salvation of Rome, is suspended at an altitude hitherto unknown in our experience." §

Explanatory chart—* Painting the town red. † Seeing the elephant.
‡ Whooping her up. § Everything is lovely, and the goose hangs high.—
Ex.

A POEM BY PHŒBE CARY.

The following humorous verses, from the pen of Phœbe Cary, have never before been published, says a writer in the St Louis *Globe-Democrat*. They were recently found by General S. F. Cary while looking through some old papers of the famous sisters:

No matter how strictly according to Hoyle
You may shuffle your cards or your own
mortal coil—
How you play out your best cards or what
you conceal,
There is one who can beat you and give
you the de'll.

In the sharp game of life you may win the
last trick;
But after you've cut your last cards and
your trick,
Then, deuce take it all, even though you
die game;
Whether kings, queens or knaves, he will
take you the same.

You will find life at last is a pretty grave
joke,
For you can't let it pass, and you cannot
revoke;
Gabriel takes you at last, you may like it
or lump;
For he'll order you up, and he holds the
last trump.

WARNED AND ARMED.

Philadelphia *Herald*: It is wicked and cruel to deride the custom of wearing bustles. Winter is approaching; frozen gutters will soon be ripe, and even man will wish that he wore one when his heels strike a slippery place, and he sits down more suddenly than gracefully. The fair sex is both forewarned and rear-armed.

A GREAT RISK.

Jinks—"Why what is the matter with your nose?"

Finks—"It has been frost bitten."

Jinks—"Oh! come now, you have not been on any Arctic expedition."

Finks—"No, but the other evening I kissed a Boston girl."—*Ex.*

"Will you help me press some leaves?" the maiden asked her lover. "If you will fasten them in your waist-belt I will see what I can do," he answered. And thus a popular method of pressing autumn leaves was invented.

EDITORIAL.

The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

Note the date on your address, and if your subscription has expired, please renew promptly. Your subscription expires with the month printed on the address label. Subscribers notifying us of change of address, please give old as well as new address: It is impossible to make the change without this.

If you do not receive your book regularly, kindly give us notice immediately. Many are miscarried in the mail, but we are always glad to replace them.

When writing to any one who advertises in the MONTHLY, please say that you saw their ad. in the MONTHLY. One of our patrons informs us that he receives more inquiries from his ad. in the MONTHLY than from those in papers claiming twice its circulation.

ATTEMPTED PROSCRIPTION.

The members of the Brotherhood of Railroad Brakemen employed on the East Iowa Division of the C., R. I. & P. Ry., followed the example of the striking switchmen in this city by sending a committee to Superintendent Given to ask him to discharge all brakemen in his employ, who are not members of the Brotherhood. If the brakemen value the reputation of their organization and the opinion of good citizens, they will be careful of any such attempts to proscribe those who do not choose to associate themselves with them. It is true of every organization of whatsoever kind, that is now or ever has been, that there are as good men outside as in, and it will probably remain true until the dawning of the millenium when no organization will be needed.

If the brakemen can succeed in getting all the good brakemen into their organization or in making their members better brakemen than any who may choose to remain outside, they will be able to command the preference over non-members; but if they assume to say to employers, you must dismiss A unless he joins us, and you must not employ B because he is not of us, they will sooner or later learn by experience that they cannot control by dictation.

It is reported that on this same division, the members have resorted to petty persecutions and the virtual blacklisting among themselves of brakemen who are not members, and one specific case is given where a member and non-member are employed on the same train, and the bickering and petty quarreling is continual, and the member is the offensive party. Were the writer the conductor, that member would either leave the train or cease making trouble, although it would undoubtedly be trumpeted as another case of "persecution" of a member of the Brotherhood by the conductor.

Mr. Given very properly refused to take the request of the committee into consideration at all.

UNIFORM TRAIN RULES.

We give in full this month the code of rules recommended by the committee appointed by the General Time Convention to report on that subject, and sincerely hope that the time will soon come when they will be adopted and used by every railway in the land; for while they are not perfect by any means, we think from a hasty examination, they are the best yet presented as a whole.

Want of time and space prevents any extended comment just now, but we would be pleased to have conductors, engineers, train dispatchers and others directly interested, make use of the columns of the MONTHLY to criticise or recommend improvement. It certainly is a subject in which all interested in train service should take a vital interest, and the officers with whom the adoption rests, will pay more attention to the suggestions of those who are to be governed by the rules than you may suppose. There are but few railway officers that will not listen to and consider suggestions from a competent and trusty employe, no matter in what capacity, and particularly if the suggestion pertains to that branch in which the employe is engaged.

We wish, however, to briefly call attention to one or two points, the first being rules 107 and 108. The usual rule in the West at least was, with slight variation of wording, "No train or engine will assume the rights of a delayed train or engine without orders;" and it has been the cause of almost as much discussion and difference of opinion as the "thirty minute rule," many claiming, erroneously as we think, that a train that was delayed and fell back on the time of another train of the same class, lost its rights and could not proceed without orders, and that if it did proceed, it was assuming the rights of another train, and the same in regard to proceeding ahead of an overdue train from a junction. These rules, however, are certainly plain and distinct enough so that there can be no difference of opinion.

We do not like Rule 112, as it prevents conductors of inferior delayed trains from using flags on a superior train to help themselves away from a station where there is no telegraph office, which is probably the intent of those formulating it, as without that intent, we do not see any necessity for the rule. It is true that the conductor of the delayed train may send a flagman on the superior train, but we do not like that so well as a rule providing that the conductor of a delayed train may instruct a superior train, in case of necessity, to carry flags to the first telegraph station, as sending a flagman takes the responsibility from four responsible men and places it on one inferior employe, thus increasing the chances of misunderstanding and accident just that much.

We fail to see the necessity for the provision in Rule 114, that the conductor must inform the superintendent by telegraph when flags are taken down, unless they are taken down prior to reaching the station to which he was ordered to carry them, or unless carried in case of emergency under a rule providing for it as outlined above. The provision for notifying operator or switchman is not to our liking either. We believe that in a case of this kind there cannot be too much caution used, and think the following should be substituted: "When signals are taken down at a station where there is no train register, the conductor must leave a written notice on a blank provided for that purpose, with the operator, or switchman, if a telegraph station; with the switchman, if not. If a telegraph station, an 'order signal' must be immediately displayed; if not a telegraph station, a danger signal must be displayed, and the written notice shown to the conductor and engineer of every train arriving at that station until the arrival of the train for which the signals were carried, or its rights expire by limitation."

There is another point that we think ought to be covered by the rules, as a different understanding of the matter has almost caused serious accident several times; as for instance, the case given in the March MONTHLY no page 185. Here was an entirely differ-

ent understanding between one conductor and the train dispatcher and another conductor, the conductor of No. 14 and the train dispatcher understanding that order No. 3 recalling order No. 2 revived order No. 1, while the conductor of No. 6 understood, and correctly, that the recall of No. 2 left him without orders in regard to train 14, and he very properly fell back upon his rights on the card and prepared to run regardless of train 14, but being accidentally detained, a collision was avoided. In the May number a correspondent uses the following language: "But when an order is not executed and is made null and void at the same place it was received, it brings all former orders into effect that it related to." This we believe to be erroneous and a very mischievous proposition, though the correspondent making it is a conductor of long experience, and it certainly shows the need of some explicit rule in regard to the matter. A rule providing that "when telegraphic orders expire, by limitation of time or otherwise, trains will fall back upon their card rights and be governed thereby," is quite common, and such a rule was in force on the road where the above case occurred; thus showing conclusively the need for something more definite, and we would suggest the addition to the rule last quoted, the following: "When an order expires by limitation of time, recall, or any other cause, it shall not be understood to revive or place in effect any former order or part of order affected by the expired order."

There are other minor points that are open to criticism which will undoubtedly be noticed by our readers, but we believe that it will be for the interest of all concerned to waive objection and use every endeavor possible to have these rules generally adopted.

THAT PROPOSED CHANGE.

Much misunderstanding seems to exist in regard to a proposed change of the place for holding the next session of the Grand Division, and to quiet any apprehension in regard to the matter, we will say now that no change can be made without it is made by the Grand Division itself at a special session called for that purpose, so that members may be assured that no change will or can be made without their knowledge and consent. In accordance with the direction of the Grand Division, articles of incorporation were prepared, signed by a number of members of the Order, and sent to the Secretary of State but a certificate was refused on account of the combination of the Insurance feature of the Order with its other business.

At a meeting of the prospective incorporators held in the general office of the Order, the matter was discussed and a proposition made to prepare such changes in our laws as were necessary to entirely separate the insurance, procure a certificate of incorporation for each, that is for the Order proper and for the Insurance Association, and to present them to the next session of the Grand Division for their acceptance, and it was also proposed that a proposition be made to the members by circular in regard to changing the place for the meeting of that session by submitting it to the Divisions and having them signify their wishes in regard to the matter through their delegate. This proposal received the assent of all but one of those present at the meeting, and a circular was drawn, notifying Divisions of the action taken, and requesting them to direct first as to whether the matter of incorporation should be proceeded with under the circumstances, and as to whether the place of meeting should be changed or not, specifying that if incorporated under the present laws, it would be necessary for the Grand Division to meet in Illinois. This circular was approved by the Executive Committee, but after further consideration of the matter, the Grand Chief Conductor decided that it would be a useless expense to proceed in the matter of incorporation for the reason that it would require that a majority of the board of directors be residents of Illinois, and

believing that not a single Division outside of Illinois would assent to this, he decided not to issue the circular.

There was a difference of opinion as to whether the place of meeting could be changed by the Divisions without a special session, and a few who thought it could not legally be done, were in favor of submitting the question to Divisions as the best way out of a seemingly insurmountable difficulty. There was no desire or intent, on the part of any one, to slight any Division or any member, as is suggested by a correspondent from New Orleans. The writer differed from others in regard to the matter, and thought it would be best not to take any further steps but to let the matter rest until the Grand Division met, but he did not then and does not now, question in the slightest degree the intent of any one, and is thoroughly satisfied that the desire of all was to do what was for the best for all. It is now quite likely that such arrangements can be made that a certificate of incorporation under the laws of Illinois will be presented for your acceptance that will prove entirely satisfactory.

There are several States where the Order can be incorporated just as we are, and we are informed that the members in one of those States are preparing to offer to the Order special inducements to again move the offices and locate in that State. If the incorporation under the laws of Illinois should finally prove to be impracticable, it is quite likely that a change will be made, though we had sincerely hoped that the days of uncertainty in regard to the home of the Order were past.

We shall soon be in a position to furnish to those who wish to investigate the matter of incorporation in other States, a copy of the articles under which we wish to incorporate so that they can, if they wish, submit them to the proper authority, and learn whether they would be acceptable or not.

GOT 'EM AGAIN!

Editor Armstrong of the *Reporter* has "spells" once in a while, in which he is moved to strong language in behalf of the cause he champions. He has borrowed the Toledo "windmill" for his last effort, and here it is: "The blacklist is no longer a toy but a boomerang loaded with legal dynamite, that has so often blown up the man who dare use it, that it has become a thing of the past, but if the officials of the above named roads would dare brave the danger. We do not believe they would, for we do not believe them men who would stoop to conquer those who they had banished." It is safe to assume that the "blacklist" is dead now.

The *Herald* of Philadelphia, published by Lum Smith, makes a business of exposing frauds of all kinds, and in its issue for October publishes a full page of names of frauds and their aliases, and in many cases we personally know they are correct. Mr. Smith deserves the support of all in his efforts and those who reply to advertisements and are "taken in" should send 50 cents to the *Herald* and try it for a year. The MONTHLY intends to insert no advertisements from those who are not entirely reliable, but we regret to say that we have been deceived twice by bogus recommendations. The Magneto Appliance Co., G. W. Foster & Co., and W. E. Richards; the last two are one firm of swindlers.

RAILWAY.

RULES AND SIGNALS FOR TRAIN MOVEMENT.

The following code of general and train rules was approved at the meeting of the general time convention at New York, Oct. 13, 1886, to be finally acted upon at the meeting to be held in New York, April 13, 1887:

GENERAL NOTICE.

It is of the utmost importance that proper rules for the government of the employees of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employes whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If in the judgment of any one whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employes should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted, and the manner in which its patrons are treated by its employes.

GENERAL RULES.

1. The rules herein set forth apply to and govern all roads operated by the.....
.....Co.

They shall take effect.....
and supersede all prior rules and instructions, in whatsoever form issued, which are inconsistent therewith.

2. In addition to these rules, the time-tables will contain special instructions, as the same may be found necessary or desirable. Special instructions, whether in conflict with these rules or not, which may from time to time be given by proper authority, whether upon the time-tables or by written order, shall be fully observed while in force.

3. The head of each department should keep himself conversant with the rules, supply copies of them to his subordinates, see that they are understood, enforce obedience to them, and report to the proper officer all violations and the action taken thereon.

4. Every employe of this company whose duties are in any way prescribed by these rules must always have a copy of them in his possession when on duty, and must make himself perfectly acquainted with every rule. He must render all the assistance in his power in carrying them out, and immediately report any infringement of them to the head of his department. Safety depends upon the strict observance of every rule.

5. The fact that any one enters, or remains in the service of the company, will be considered as an expression of willingness to obey these rules. He will not be excused for the violation of any of them, though they may not be included among those applicable to his department.

6. If any one is in doubt as to the meaning of any rule or special instruction, application must be made at once to the proper authority for an explanation. Ignorance cannot be accepted as an excuse for neglect of duty.

7. Employes of every grade will be considered in the line of promotion, their advancement depending upon the faithful discharge of their duties, and their capacity for assuming increased responsibilities.

8. If an employe should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity justified by the circumstances of the case, and the employe's previous good conduct.

9. Every employe, while on duty connected with the trains on any division of the road, shall be under the authority, and conform to the orders of the superintendent of that division.

10. Employes must wear the prescribed badges or uniforms while on duty.

11. Mail agents, express messengers, parlor and sleeping car conductors and porters, news agents, and persons in charge of individual cars, are subject, while on duty, to the rules governing employes of the company.

STANDARD TIME.

11. Observatory standard time will be the only recognized standard, and will be transmitted from... ..observatory to the general offices.

13. The standard time will be telegraphed to all points from the general offices at 4:00 P. M., central time, daily.

[NOTE.—In order to detect possible errors at junction points, and to secure uniformity, the committee recommend that the time be disseminated to all points at the same hour. They consider it of great importance that the time be obtained from some observatory of recognized standing.]

14. Certain clocks will be designated on each division as standard clocks.

15. Where station clocks are provided, station agents must see that they show correct time; but trainmen and engine-men must not take time from such clocks unless they are also designated as standard clocks.

16. Each conductor and engine-man must have a reliable watch which has been examined and certified to on the form attached hereto, by a responsible watchmaker. Conductors and engine-men entering service must file such certificates with the proper designated officer before they are allowed to take charge of trains or engines; and watches must be examined, and certificates renewed every six months.

(Form of Certificates.)

WATCHMAKER'S CERTIFICATE.

This is to certify that on..... 188....
the watch of.....
employed as.....
on the.....
has been examined and found to be a reliable and accurate time-piece, and in such repair as will, in my judgment, with proper usage, enable it to run within a variation not to exceed thirty seconds per week.
Name of maker.....
Brand.....
Number of movement.....
Gold or silver.....
Open or hunting case.....
Stem or key winding.....

Signed,

.....
Watchmaker.

Address.....

[NOTE.—Where this system of examining watches has been adopted, the result of the examination has developed the fact that a large percentage of the watches previously in use were unfit to run trains by.]

17. Each conductor and engine-man must regulate his watch by the designated standard clock before starting on each trip, and register his name and the time at which he regulated his watch on a blank form (or in a book) provided for that purpose.

18. Conductors and engine-men whose duties prevent them from having access to a standard clock must compare daily with, and regulate their watches by those of conductors and engine-men who have standard time, and have registered their names as above provided.

TIME-TABLES.

19. A time-table is the general law governing the arriving and leaving time of all regular trains at all stations. Time-tables for running trains will be issued from time to time, as may be necessary. The times given for each train on such time-tables shall be known as the schedule of such train.

20. Each time table, at the moment it takes effect, supersedes the preceding time-table, and all special instructions relating thereto; and trains shall be run as directed thereby, subject to the rules of the company. All regular trains on the road running according to the preceding time-table shall, unless otherwise directed, assume the times and rights of trains of corresponding numbers on the new time-table.

21. Not more than two sets of figures will be shown for any train at any station or siding. Where but one time is shown upon the time-table for a train at any station, that time shall be regarded as the leaving time. Where two times are shown the earlier (placed in its proper position) will be the time of arrival, and the later the time of departure.

22. Regular meeting or passing points will be shown on the time-tables by printing the time in full-faced type.

In case a train meets or passes two or more trains at one point, the schedule of such train will show in full-faced type, only its earliest and latest meeting or passing times.

In all cases trains are required to clear and follow as per rules 87 to 92 inclusive.

[NOTE.—The committee recommends that, where practicable, attention shall be called by their numbers to the trains met or passed in connection with and following the full-faced figures.]

23. On the employes' time-table the words "daily," "daily except Sunday," etc., will be printed at the head and foot in connection with each train, to indicate how it shall be run. The figures given at intermediate stations shall not be taken as indicating that a train will stop unless the rules require it. The following signs placed before the figures indicate:

"s"—regular stop; (or the same may be designated by the different styles of type used).

"P"—stop or signal to receive or discharge passengers or freight.

"M"—stop for meals.

Trains shall be designated by numbers, and their class indicated on the time-tables.

[NOTE.—The committee recommends that odd numbers shall be given to west and south bound trains, and even numbers to east or north bound trains.]

SIGNAL RULES.

Signals.

24. Conductors, enginemen, firemen, brakemen, station agents, telegraph operators, switchmen, switch-tenders, track foremen, road and bridge watchmen, and all other employes whose duties may require them to give signals, must provide themselves with the proper appliance, and keep them in good order and always ready for immediate use.

25. Flags of the proper color must be used by day, and lamps of the proper color by night, or whenever from fog or other cause the day signals cannot be clearly seen.

26. Red signifies danger, and is a signal to stop.

27. Green signifies caution, and is a signal to go slowly.

28. White signifies safety, and is a signal to go on.

29. Green and white is a signal to be used to stop trains at flag stations for passengers or freight.

30. Blue is a signal to be used by car inspectors.

31. An explosive cap or torpedo, placed on the top of the rail, is a signal to be used in addition to the regular signals.

The explosion of one torpedo is a signal to stop immediately; the explosion of two torpedoes is a signal to reduce speed immediately and look out for a danger signal.

32. A fusee is an extra danger signal, to be lighted and placed on the track at night, in cases of accident or emergency.

A train finding a fusee burning upon the track must come to a stop, and not proceed, until it is burned out.

33. A flag or lamp swung across the track, a hat or any object waved violently by any person on the track, signifies danger, and is a signal to stop.

Train Signals.

34. Each train while running, must display two green flags by day and two green lights by night, one on each side of the rear of the train, as markers to indicate the rear of the train. Yard engines will not display markers.

35. Each train, running after sunset, or when obscured by fog or other cause, must display the headlight in front, and two or more red lights in the rear. Yard engines must display two green lights instead of red, except when provided with a headlight on both front and rear.

36. Each car on a passenger train while running must be in communication with the engine. In the absence of an equivalent appliance, a bell cord must be attached to the signal bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it.

37. Two green flags by day and two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, running on the same schedule and entitled to the same time-table rights as the train carrying the signals.

38. Two white flags by day and two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by all extra trains, but not by yard engines.

39. When an engine is running backward pulling a train, or without a train, the classification signals as per rules Nos. 37 and 38 shall be displayed in the places provided for that purpose on the tender. When an engine is pushing cars ahead of it, the classification signals shall be displayed on the front of the leading car which is being pushed.

40. A blue flag by day and a blue light by night, placed on the end of a car, denote that car inspectors are at work under or about the car or train. The car or train thus protected must not be coupled to, or moved, until the blue signal is removed by the car inspectors.

When a car or train standing on a siding is protected by a blue signal, other cars must not be placed in front of it so that the blue signal will be obscured, without first notifying the car inspector, that he may protect himself.

[NOTE.—The committee finds on investigation that the combined green and white signal denoting an irregular train following as suggested by the "Committee on Uniform Train Signals" in its report of October 11, 1883, and adopted by the convention of October 9, 1884, is unsatisfactory and is used by a very limited number of roads. As your committee has found it impracticable to suggest any combination of signals sufficiently distinct from other signals, they do not recommend the carrying of any signal denoting an irregular train following, and have therefore omitted the signal from the rules.

Whistle Signals.

41. One *long* blast of the whistle is the signal for approaching stations, railway crossings and junctions (thus —).

42. One *short* blast of the whistle is the signal to apply the brakes—stop (thus,—).

43. Two *long* blasts of the whistle is the signal to throw off the brakes (thus — —).

44. Two *short* blasts of the whistle is an answer to any signal, except "train parted" (thus — —).

45. Three *long* blasts of the whistle (to be repeated until answered as provided in rule No. 64) is a signal that the train has parted (thus, — — —).

46. Three *short* blasts of the whistle, when the train is *standing* (to be repeated until answered, as provided in rule No. 63) is a signal that the train will back (thus, — — —).

47. Four *long* blasts of the whistle is the signal to call in the flagman (thus, — — — — —).

48. Four *short* blasts of the whistle is the engine-man's call for signals from switch-tenders, watchmen, trainmen and others (thus, — — — — —).

49. Five *short* blasts of the whistle is a signal to the flagman to go back and protect the rear of the train (thus, — — — — —).

50. One *long* followed by two *short* blasts of the whistle is a signal to be given by trains on single track, when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed (thus, — — —).

[NOTE.—In order to avoid duplicating signals, the committee has recommended that the above named signal be submitted for the three short blasts now used, with which much dissatisfaction has been expressed. In the opinion of some of the committee this rule is unnecessary.]

51. Two *long* followed by two *short* blasts of the whistle is the signal for approaching road crossings at grade (thus, — — — — —).

52. A succession of *short* blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

Bell-Cord Signals.

53. One tap of the signal bell, when the train is *standing*, is the signal to start.

54. Two taps of the signal bell when the train is *running*, is the signal to stop at once.

55. Two taps of the signal-bell, when the train is *standing*, is a signal to call in the flagman.

56. Three taps of the signal-bell, when the train is *running*, is the signal to stop at the next station.

57. Three taps of the signal-bell, when the train is *standing*, is the signal to back the train.

58. Four taps of the signal-bell when the train is *running*, is the signal to reduce speed.

59. When one tap of the signal-bell is heard while a train is *running*, the engine-man must immediately ascertain if the train is parted, and, if so be governed by rule No. 105.

60. Signals of the same number of sounds shall have the same significance when given by other appliances than bell-cords and signal-bells.

Lamp Signals.

61. A lamp swung across the track is the signal to stop.

62. A lamp raised and lowered vertically is the signal to move ahead.

63. A lamp swung vertically in a circle across the track, when the train is *standing*, is the signal to move back.

64. A lamp swung vertically in a circle at arm's length across the track, when the train is *running*, is the signal that the train has parted.

65. A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by a lamp.

Fixed Signals.

66. Fixed signals are placed at junctions, railroad crossings, stations and other points that require special protection. Special instructions will be issued indicating their position and use.

Rules Governing the Use of Signals.

67. A signal imperfectly displayed, or in the absence of a signal at a place where a

signal is usually shown, must be regarded as a danger signal, and the fact reported to the superintendent.

68. The unnecessary use of the whistle is prohibited; when shifting at stations and in yards, the engine bell should be rung, and the whistle used only when required by law, or when absolutely necessary to prevent accident.

69. The whistle must not be sounded while passing a passenger train, except in cases of emergency or danger, or when required by the rule.

70. When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in rule No. 44.

71. The engine bell must be rung before starting a train, and when running through tunnels and the streets of towns or cities.

72. The engine bell must be rung for a quarter or a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling posts.

73. When two or more engines are coupled to the head of a train, the leading engine only shall display the signals as provided in rules Nos. 37, 38 and 39.

74. One flag or light displayed as a classification signal, will be regarded the same as if two were displayed; but conductors and engine men will be held responsible for the proper display of all train signals.

75. When a train is being pushed by an engine (except when shifting and making up trains in yards) a white light must be displayed on the front leading car at night, or when the train is obscured by fog or other cause. (See rule No. 39).

76. When a train turns out to meet or pass another train, the red lights must be removed and green displayed as soon as the track is clear; but the red must again be displayed before returning to its own track.

Headlights on engines when on side tracks or at the end of double tracks, waiting for trains, must be covered as soon as the track is clear and the train has stopped.

77. The combined green and white signal is to be used to stop a train only at the flag stations designated by the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

78. White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

79. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

80. All signals must be used strictly in accordance with the rules, and trainmen and engines must keep a constant lookout for signals.

[NOTE.—In connection with the subject of signals the committee recommend that no cross arms or telegraph poles placed along the lines shall be permitted to be painted red or green.]

TRAIN RULES.

81. All trains shall be designated as regular or extra. Regular trains are those presented on the time-table, and may consist of one or more sections. All sections of a train, except the last, must display signals as provided in rule No. 37. Extra trains are those not represented on the time-table. An engine without cars, in service on the road, shall be considered a train.

82. All regular trains shall be classified on the time-table with regard to their priority of right to the track; trains of the first class being superior to those of the second and all succeeding classes, and trains of the second class being superior to those of the third and all succeeding classes; and so on indefinitely. The terms passenger, freight or mixed are descriptive, and do not refer to class.

83. Extra trains may be distinguished as:

Passenger, or special extra.

Freight extra.

Work train extra.

84. All extra trains are of inferior class to all regular trains of whatever class.

Movement of Trains.

85. A train of inferior class must in all cases keep out of the way of a train of superior class.

85. On single track, all trains in one direction (to be specified on time-table) will have the absolute right of track over trains of the same class running in the opposite direction

[NOTE.—It being represented to the committee that some of the roads represented in the convention will be unable, on account of limited telegraph facilities, and other local causes, to carry out this rule in its literal meaning and full scope, it is suggested by the committee that such roads may issue regulations to arrange this matter in some other way. The committee believe, however, that a test of the rule, as approved by the committee, and its literal enforcement, will result to the entire satisfaction of those using it.

87. When trains of the same class meet on single track, the train not having right of track must take the siding and be clear of the main track before the leaving time of the opposing train; but such train must not pass the switch to back in on a siding, until after the arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on the siding, before passing the switch, a flagman must be sent out in the direction of the opposing train as per rule No. 101.

[See note under rule 88.]

88. When a train of inferior class meets a train of superior class on single track, the train of inferior class must take the siding and clear the train of superior class five minutes. A train of inferior class must keep five minutes off the time of a train of superior class following it.

[NOTE ON RULES NOS. 87 AND 88.—The committee recommend, in case grades or other conditions are such that on any line or parts of a line greater protection is necessary, rule No. 87 should require a clearance of five minutes, and rule No. 88 of ten minutes.]

89. A train must not leave a station to follow a passenger train until five minutes after the departure of such passenger train, unless some form of block signal is used.

90. Passenger trains running in the same direction must keep not less than five minutes apart, unless some form of block signal is used.

91. Freight trains following each other must keep not less than five minutes apart (except in closing up at stations or at meeting and passing points) unless some form of block signal is used.

[See note under rule 92.]

92. No train must leave a station expecting to meet or to be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point, or unless it has the full time allowed between stations (to be shown on the margin of the time-table) to make the meeting or passing point, and clear the track by the times required by rules Nos. 87 and 88.

NOTE.—The committee recommend, in case grades or other conditions are such that on any line or parts of a line greater protection is necessary, rules Nos. 91 and 92 should allow a clearance of ten minutes or more.]

93. A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in rule No. 101.

94. Except at a meeting or passing points as provided in rules Nos. 87 to 93, inclusive, no train must arrive at a station in advance of its schedule arriving time, when shown.

No train must leave a station in advance of its schedule leaving time.

95. All trains must stop at schedule meeting or passing points on single track, if the train to be met or passed is of the same class, unless the switches are plainly seen to be

right, and the track clear. The point at which a train should stop is the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the train having right of track must approach all sidings prepared to stop, unless the expected train is met or passed.

96. All trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, and must not proceed until the switches or signals are seen to be right, or the track is plainly seen to be clear. When required by law, all trains must stop.

97. No train must leave a junction, or terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due, which have the right of track against it, have arrived.

98. When a passenger train is detained at any of its usual stops more than — minutes, the flagman must go back with danger signals and protect his train, as provided in rule No. 101; but if it stops at any unusual point, the flagman must immediately go back far enough to be seen from a train moving in the same direction when it is at least half a mile from the rear of his own train, and if the stop is over — minutes he must be governed by rule No. 101.

When it is necessary to protect the front of the train, the same precautions must be observed by the fireman. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

[NOTE.—The committee on account of the existing great diversities of grades, amount of traffic and other local circumstances, have left blanks in rule No. 98 for each company to fill out, after determining what times, if any, are necessary either for their road as a whole or for each division.]

99. When a freight train is detained at any of its usual stops more than — minutes, where the rear of the train can be plainly seen from a train moving in the same direction at a distance of at least —, the flagman must go back with danger signals not less than —, and as much farther as may be necessary to protect his train; but if the rear of his train cannot be plainly seen at a distance of at least —, or if it stops at any point that is not its usual stopping place, the flagman must go back not less than —, and if his train should be detained until within ten minutes of the time of a passenger train moving in the same direction, he must be governed by rule No. 101.

When it is necessary to protect the front of the train, the same precautions must be observed by the fireman. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

[NOTE.—The committee finding that the distances and times necessary for flagmen to go back differ so much on account of grades, amount of traffic and other local circumstances, have left blanks for each company to determine what distance and time is necessary, either for their road as a whole, or for each division.

100. When it is necessary for the flagman to go back to protect the rear of his train the next brakeman must immediately take the flagman's position on the train, and remain there until relieved by the flagman; and on passenger trains the baggage-master must take the place of the front brakeman whenever necessary.

101. When a train is stopped by an accident or obstruction, the flagman must immediately go back with danger signals to stop any train moving in the same direction. At a point — from the rear of his train he must place one torpedo on the rail; he must then continue to go back at least — from the rear of his train and place two torpedoes on the rail, ten yards apart (one rail length), when he may return to a point — from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

If the accident or obstruction occurs upon single track, and it becomes necessary to

protect the front of the train, or if any other track is obstructed, the fireman must go forward and use the same precautions. If the fireman is unable to leave the engine the front brakeman must be sent in his place.

[See note under rule 99.]

102. Freight trains having work to do on any other track may cross over if no passenger train is due, provided no approaching freight train is in sight; and also provided that a flagman has been sent with danger signals, as provided in rule No. 101, not less than ——— in the direction of the expected train.

[See note under rule 99.]

103. When a freight train on double track turns out onto the opposite track to allow a passenger train running in the same direction to pass, and while waiting, a passenger train from the opposite direction arrives, the freight train may cross back and allow it to pass, provided the other passenger train is not in sight; and also provided that a flagman has been sent with danger signals, as provided in rule No. 101, not less than ——— in the direction of the expected train.

[See note under rule 99.]

104. When it is necessary for a freight train on double track to turn out on to the opposite track to allow a passenger train running in the same direction to pass, and a passenger train running in the opposite direction is due, a flagman must be sent back with danger signals, as provided in rule No. 101, not less than ——— in the direction of the following train, and the freight train must not cross over until one of the passenger trains arrives. Should the following passenger train arrive first, a flagman must be sent forward on the opposite track with danger signals, as provided in rule No. 101, not less than ——— in the direction of the overdue passenger train before crossing over. Great caution must be used, and good judgment is required to prevent detention to either passenger train. The preference should always be given to the passenger train of superior class.

[See note under rule 99.]

[NOTE.—In regard to backing trains upon the main track, or crossing over on double track to move in the wrong direction to avoid obstructions, the committee believe that, owing to the different conditions of the train service, etc., on the various roads, it is impossible to formulate a rule which can be generally adopted, and therefore recommend that each company issue such special instructions to cover this case as its circumstances may require.]

105. If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in rule No. 45, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with danger signals ——— in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. On single track all the precautions required by the rules must also be taken to protect the train against opposing trains. The detached portion must not be moved or passed around until the front portion comes back. This rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped, and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event the conductor and engineman may arrange for the re-coupling, using the greatest caution.

[See note under rule 99.]

106. When a train is being pushed by an engine (except when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of

the leading car, so as to perceive the first sign of danger and immediately signal the engineman.

107. A train starting from a station, or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in rule 90 or 91.

108. A train which is delayed, and falls back on the time of another train of the same class, does not lose its rights.

109. Regular trains twelve hours or more behind their schedule time lose all their rights.

110. A train overtaking another train of the same or superior class, *disabled so that it cannot move*, will run around it, assuming the rights and taking the orders of the disabled train to the next telegraph office which is open, where it will report to the superintendent. The disabled train will assume the rights of the last train passing it, till the next telegraph office is reached.

111. All messages or orders respecting the movements of trains or the condition of track or bridges must be in writing.

112. Passenger trains must not display signals for a following train without an order from the superintendent; nor freight trains without an order from the yardmaster.

113. Extra trains must not be run on single track without an order from the superintendent.

114. When signals displayed for a following train on single track are taken down at any point before the following train arrives, the conductor must inform the superintendent promptly by telegraph, and also the operator or switch-tender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switch-tender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next telegraph office, when he must inform the superintendent; and the operator, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class unless directed otherwise by the superintendent.

If the train for which signals were displayed leaves the main line at a point where there is no operator, switch-tender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

115. Work trains will be run as extras under special orders, and will be assigned working limits.

116. Great care must be exercised by the trainmen of a train approaching a station where any train is receiving or discharging passengers.

117. Enginemen must observe trains on the opposite track, and if they are running too closely together call attention to the fact.

118. No person shall be permitted to ride on an engine except the engineman, fireman, and other designated employees, in the discharge of their duties, without a written order from the proper authority.

119. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switch-tenders are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employe.

When there is more than one train to use a switch it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

120. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track or bridges, must be promptly reported by telegraph to the superintendent.

121. No train shall leave a station without a signal from its conductor.
122. Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules.
123. In all cases of doubt or uncertainty, take the safe course and run no risks.

SOLID TRUTH.

"He who steals my purse, steals trash."

Railroad conductors are the most thoroughly insulted, the best abused and unjustly accused class of men in the land, and all without good reason or just cause. As a class they are second to none other in their intelligence and ability; they are possessed of all the qualifications that are necessary to make successful business men in almost any department; but, having spent a series of years in the business of railroading, have in tastes and habits drifted away from other avenues of business; yet we doubt if there is one now employed on any railroad that would not gladly give up his position did he have the chance, or know how or where he could earn the same salary in another department of life.

On the other hand, the company place them under suspicion by their system of "duplex-double-register-back-action drawbacks," and the employment of spies and spotters in the form of men, some of whom are little better than sneak-thieves and liars. Perhaps some excuse should be offered them—they seem to be made that way, and they are employed to do a work that no whole man would care to engage in at any price. To make themselves "solid" with the management, and seem to earn their money, they must, if possible, bring disgrace upon others, or at the least report "suspicious circumstances." Their selfish desire to better their own condition causes them to ignore all principles of true manhood, if they possess any of that element; to forget the rule of equal and exact justice to all, in their efforts to prove that a man is a thief, the truth to the contrary notwithstanding. On the other hand, there are a class of persons infesting the railroad trains that are moral lepers, dishonest in every particular, wherein they see or think that they see a chance to steal something from a railroad company. They will try to steal their way through without paying their fare, in the thousand and one ways that are attempted every day, but thanks to the ability and watchfulness of the conductor, they almost as often fail. Having failed, their only recourse is to swear that they will "get even" with the conductor; and to do so, they will make all kinds of statements, tell all sorts of stories, which have not even the first elements of truth; but no difference, they are bound to make it hot for that conductor. They have had to pay their railroad fare, as they would have to pay for any article of merchandise that they could not steal, and a spirit of pure cussedness prompts them to raise sheol, for the simple reason that they have been forced to be honest.

Between these two fires the railroad conductor is forced to live, move, and have a being. Add to this the fact that in many of our railroad corporations there are men occupying the positions of superintendents and general managers, who, in thought and feeling, are not unlike the bumblebee—biggest when first hatched—who think that the everlasting welfare and financial success of the road depends upon their finding out a condition of things that never existed to any extent. Another class are those who, in theory, are well up in matters pertaining to the proper conducting of the affairs of a railroad, while in practical knowledge of the same they are sadly deficient. Still another class have had an existence, those who would require the minus sign placed before every quality they

thought they possessed, with the exception of self-esteem and cheek. With these before you, you have a view of the position a railroad conductor occupies.

We do not wish to be understood as saying that this rule is universal; there are grand and noble exceptions. To the honor and credit of some of our railway officials, be it said, they have faith in the honesty, integrity and loyal devotion to duty of their railroad conductors. It is the class who have not that we refer to when we say there is no crime in the moral calendar that is greater than the one they commit when they discharge a conductor from his position and refuse to give him their reason for so doing when requested to do so in a respectful manner. That they have the right to discharge any and all conductors no one will question; but they have no moral, and they should have no legal right to refuse to give their reason for so doing. To say "The company has no further use for you" is no reason to a man who has spent thirty, twenty, or even ten of the best years of his life in preparing himself for this particular class of work, and in so doing has made himself, to quite an extent, unsuited for other duties that would bring like pay for his services. What can a man do at fifty or fifty-five to earn a livelihood outside of it who has spent a lifetime in railroad work? What can he find to do when he receives "The company have no further use for you," without explanation?

What we wish to say is: If the man has been dishonest, if he has been negligent, if he has outlived his usefulness, if his place is wished for some pet or favorite, tell him so; give him the true and full reason for his discharge; he is entitled to know the facts. A state prisoner is entitled to know the nature of the counts in the indictment found against him. No railroad corporation or the representative of one, has a moral right to refuse to give the full reason for the discharge of a conductor, when requested to do so in a respectful manner.

It may be, and doubtless is, very convenient to possess a giant's strength, as is the case with the railroad authorities, but to use it as a giant in these cases is not only devilish meanness but wicked cowardice. The plans adopted and the rules and regulations governing conductors, as established by railroad officials, make it a matter of justice that they should give to each conductor the true reason for his discharge when asked to do so. Without this the victim is a banished man in his native land; with it he would have a statement of what is believed by the officials to be the facts. If they are not, and his good name and character are at stake, certainly the corporation for whom he has labored these many years should not only be willing but wishing to do him simple justice. With this he would be able to give a reason for his dismissal from the service of the company, and, if it was not for dishonesty, he would stand on a more equal footing with his fellows in his efforts to earn a living and provide for his family; without this he rests under a cloud of suspicion and distrust. In answer to any and all questions he can only say: "The company had no further use for me." Call a man a thief and the law can make you prove the same as stated or pay the penalty named in the statute. What right have railroad officials to discharge conductors in this manner and refuse to give the reason?

"But he who filches from me my good name
Robs me of that which not enriches him,
And makes me poor indeed."

—*Matthews Northrup Guide.*

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LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

CII.

Train Service—Conductors' Care for the Injured—Conductors' Power to Bind Principal.—This is an action to determine the powers delegated to a conductor by his principal; and the individual liability of such conductor when he exceeds his delegated authority. The evidence showed that an accident occurred, resulting in severe and dangerous injury to a faithful and competent brakeman. The conductor employed a physician to look after the injured brakeman, who, after examining his wounds, informed the conductor that it would be necessary to employ assistance, and the latter thereupon instructed him to employ such assistance as he deemed necessary and the railroad company would pay them.

Held, That such contract to employ assistants was beyond the scope of the conductor's authority and would not bind the company, and that the persons employed by the physician to assist him, must look to him and the conductor for payment for their services, and not to the railroad company.

Judgment reversed.

Terre Haute, etc., Ry. Co. v. Brown. Ind. S. C. Oct., 1886.

CIII.

Exemption—Railway Employes Cannot be Garnisheed in a Foreign State.—This was a test case, brought up under an injunction to prevent the appellee from sending claims out of the State for collection. On appeal it was

Held, That an injunction will lie against a citizen of this State (Ind.), to prevent his bringing an action in a foreign State to garnishee the wages of an employe of a railroad company who is also a resident of this State.

The Court said: The object of our exemption laws is to secure to a resident householder the reasonable comforts of life for himself and his family. To give full scope to this humane and benign principle of our law, the legislature enacted a statute making it an offense for any person to send a claim against a debtor out of the State for collection in order to evade our exemption laws. This enactment is prohibitory in its character, for a statute, making an act a criminal offense, prohibits its performance as effectually as if the prohibition were expressed in direct terms. Our statutory law prohibits a creditor from evading our exemption laws by sending his claim to a foreign jurisdiction for collection. The courts will not permit a creditor to violate the statute in that way.

Judgment reversed.

Wilson et. al. v. Joseph. Ind. S. C. Sept., 1886.

NOTE.—This is an important decision affecting as it does every resident railway employe of Indiana. Heretofore it has been the custom to send claims against railway employes just across the line into a neighboring State for collection. Usually these claims are sent to justices who prosecute the employe for the collection of said claims quite severely. If he be a young man, the company is made a party to the action, and if more than a month's wages are due him, the money so remaining with the company is garnisheed and the company must pay it to such justice. If he be a married man or the head of a family, the same process is invoked, and his lawful exemption of six hundred dollars in Indiana is not allowed him in a foreign State, and he is at the mercy of the cruel law. Many times employes are taken from train, boarding house, or elsewhere, and brought into court to answer in account of debts contracted at home. That this can no longer be done legally, will surely prove a blessing to many who have heretofore, and might have hereafter become a sufferer to such injustice.

CIV.

Money is not Luggage—Change of Cars—Rights of Conductors—This is an action for damages. Facts.—Four persons, each bearing a small leather satchel in his hand, and provided with a first-class ticket from S. to S., entered a train of the C. P. Ry. Co. (California), to make the trip. They were a county treasurer and his assistants, and their satchels contained nearly \$1,000,000 in gold coin, for the State treasurer. The conductor knew these facts and allowed the passengers to proceed; but on changing cars at N., a way station, the conductor of the succeeding train refused to allow these passengers to enter the passenger car with their treasure and required it to be delivered to the Express Company doing business on said line, as a condition of its being transported upon the railroad. Plaintiffs refused, and contended with the conductor that they had a right to go into some car of the train without any extra charge for carrying the money, beyond their regular passenger fare, but agreed with the conductor, rather than to give up their treasure to the Express Company, or be left at N., they would go into the baggage or any other car of defendant which might be designated, and would pay to the conductor any charges which might be exacted for the transportation of the money, all of which was refused; and to avoid being left, plaintiff delivered his treasure to Express Company, paying for such transportation the sum of \$69.00. On appeal the Supreme Court

Held, That this treasure was not luggage, and could not have been carried in the manner desired without seriously conflicting with the rights of the Express Company, and hereby sustained a demurrer to the complaint.

Holt Treas'r, v. The Cent. Pac. Ry. Co. Calf. S. C., Sept., 1886.

NOTE.—This decision has been largely commented upon. By sustaining this doctrine is it not difficult to know where to draw the line? The traveling public believe they have a right to carry whatever they can in their own hands without incommoding other passengers or requiring more space than a passenger is entitled to, and the liability in regard to luggage, and the duty of disclosing contents and paying freight as relates to the rights of the passenger to hold the carrier liable for losses, is a question entirely distinct from this one. For instance, there is nothing in the previous cases which would authorize a railway company to stop a passenger because he was wearing a diamond pin of so great a value that the company cannot be properly liable for it as luggage, or to refuse to allow a traveler going home with the proceeds of his sales, to carry the same in his pocket, because of it being clearly outside of the definition of luggage for which the company are liable. If a company can refuse a passenger because he carries in a satchel \$25,000 in gold, and can make it a condition that the same must be turned over to the Express Company, they can do the same because he has a government bond or mortgage carrying for record, or a certificate of stock indorsed in blank which he is going to have transferred, which are merchandise within the rule as to freight, which are universally carried by passengers in preference to being parted with, merely for the purposes of the journey. The attempt to carry such a system into effect will require some methods of scrutiny which will not only be very unsatisfactory, but make traveling very unsafe for those who have valuables to carry.

CV.

Sleeping Car Company—Responsibility of Theft.—Action to recover for stolen money alleged to have been stolen while guests of the defendant's company. Two prominent business men of N. B., started for S. F., from Albany station, in Boston, in the sleeper Pontiac, owned and run by the New York Central Sleeping Car Company. They had bills to the amount of \$200 and \$150 respectively in their clothing which were deposited beneath their pillows. In the morning their pockets were found to have been cut open and the money taken. They notified and complained to the porter, but got no satisfaction. The company claimed, admitting the robbery, that it was not liable as it had exercised the usual caution by providing a lighted car and a porter to watch the inmates. The court, however,

Held, That the company bore the same relation to the public as common carriers and innkeepers; that they should be fully responsible for any and all losses sustained by passengers while in the cars.

Judgment for amount and interest.

Lewis & Wing v. N. Y. Cent. Sleeping Car Co. Mass. S. C., Sept. 22, 1886.

NOTE.—Courts are not a unit on this question. Different States have held pro and con, and circumstances usually control each case.

CVI.

Passenger—Refusal to Pay Fare—Undecided as to Destination—Ejection.—Action for damages alleged to have been suffered by reason of having been ejected from defendant's train. The evidence showed that plaintiff took passage upon defendant's train, and when the fare was demanded by the conductor he refused on the ground that he had not decided how far he would go, or at what station he would stop. The conductor demanded of him that he should pay to some place upon the line. On his refusal the train was stopped, and as he was being put off, he tendered a \$20 gold piece, and offered to have \$1.35 taken out, that being the fare to C., a station on the line. This the conductor refused to accept, and ejected him.

Held, That a passenger cannot excuse himself from paying his fare when demanded, by the circumstances that he had not then decided how far he would go, or at what station he would stop.

Held, That the action of the conductor in removing him was justifiable.

Fulton v. Grand Trunk R. R. Co., 17 U. C. Q. B. 428.

NOTE.—Conductors are not in duty bound to accept fare after an ejection of a passenger from a train; neither is he bound to accept the fare claimed to be due from an ejected passenger if tendered by a friend, if he had persisted in his refusal to pay such fare. See the cases of *Railway Co. v. Pierce*, 47 Mich. 277; *Shelton v. Railway Co.*, 29 Ohio, St. 214. But a person on a train refusing to pay his fare, subsequently changing his mind, and tendering full fare, is entitled to continue his journey on the train. But if the refusal be accompanied by violent and abusive conduct, whereby the conductor is compelled to stop the train for the purpose of putting him off, he may forfeit such right; and the conductor, using proper discretion, may remove him, notwithstanding a tender of full fare is then made. 18 Fed. Rep. 155.

CVI.

Ticket Stipulation—Limitation—Regulations—Notice of.—Action for damages in which it was

Held, That one who purchases a ticket, bearing on its face the words "good for this day and train only," and date of the day issued, can select any train on that day he desires, to ride from, and to the places stated, but has no right to ride part of the way on one train, and the residue on another train, and if he attempts so to do (as in this case), an action will not lie against the company for the act of the conductor in putting him off the second train.

Gale v. Delaware, etc., Ry. Co., 7 N. Y. (Hun.), 670.

But the words "good for this trip only," on a railway ticket must be construed to refer to the journey only, and not the time of making it, and if the ticket has not been used, it entitles the holder to a passage between the places designated on a day subsequent to the date of this ticket

Pier v. Finch. N. Y. S. C., 24 Barb. 514.

NOTE.—The action in the latter case was against Conductor Finch for an assault and battery, alleged to have been made upon him in forcibly putting him out of a car. The conductor refused his ticket on the grounds of its ante-date, and demanded fare. The judgment below was favorable to Conductor Finch, but an appeal was reversed and a new trial ordered.

CVIII.

Mistake of Ticket Agent—Right of Action—In an action for damages and the recovery of an excessive charge of fare, the payment of which was made the second time, it was

Held, That where a passenger pays his fare to a certain station, and the ticket agent inadvertently gives him a ticket to an intermediate station, the demand of fare a second time by the conductor will be a breach of the implied contract on the part of the company to carry him to the proper station.

Held, That by the passenger paying on such second demand, his right of action

against the company will be as complete as if he had resisted the demand, and suffered himself to be ejected.

Judgment affirmed.

Chicago, etc. Ry Co. v. Griffin. Ill. S. C.

CIX.

Ticket Agent—Representations—Stop Over Check—Conductors' Authority.—A passenger purchased a ticket of a station agent with a promise from the latter that the conductor would give him a stop-over check, but when it was presented the conductor refused to carry out the promise on the ground that the ticket was indorsed with the words, "good for this day only." The evidence was sufficient to prove that the promise was made by the agent, and the passenger had accepted it in good faith relying upon the fulfillment of said promise by the conductor. On appeal it was

Held, That where one purchased a ticket indorsed, "good for this day only," upon the ticket agent's representations that the conductor would give him a stop-over check thereon, the conductor, when informed by him of such promise and of the desire to stop over, was not authorized to expel him from the train without first offering to return the excess of fare paid, or to deduct it from the fare demanded, although the rules of the company prohibited passengers from stopping over upon such tickets.

Burnham v. Grand Trunk Ry. Co. Me. S. C.

Master and Servant—Foreman is Company's Servant.—The master is not responsible to an employe who is injured through the carelessness of a co-servant who at the time was acting as fireman or boss.

Naubauer v. N. Y. etc, R. R. Co., Jan., 1886.

Master and Servant Risks of Employment.—565 E. R.

LEGAL POINTS.

It is held that the mere purchase of a ticket for a railway journey does not amount to a contract on the part of the company, or impose upon the company the duty to have a train ready to start at the time the passenger is led to expect one.

19 C. B. (N. S.), 310.

A passenger on a railway train, who exhibits his ticket and demands a seat, has a right to have that demand complied with before he can be required to surrender his ticket.

53 Mo. 317.

Where a person purchases a ticket, and takes his passage upon a local railway train, and after the train starts upon the road and he gives up his ticket to the conductor of such local train, he cannot at an intermediate station, by virtue of his subsisting contract, leave such train while in the reasonable performance of the contract, and claim a seat upon another and faster train.

11 Ohio St. 457.

A NEW WONDER is not often recorded, but those who write to Hallett & Co., Portland, Maine, will learn of a genuine one. You can earn from \$5 to \$25 and upward a day. You can do the work and live at home, wherever you are located. Full particulars will be sent you free. Some have earned over \$50 in a day. Capital not needed. You are started in business free. Both sexes. All ages. Immense profits sure for those who start at once. Your first act should be to write for particulars.—*Adv.*

YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

DENVER, COL., Nov. 13, 1886.

WM. BAIRD, ESQ., Corresponding Secretary:

DEAR SIR:—Owing to my being very busy, I have not had an opportunity to write anything for the MONTHLY, but will endeavor to send you a few items for the December issue. Winter has now arrived, and the people of Denver are correspondingly happy, for winter is the season that our citizens enjoy themselves by theater parties, socials, etc. The undersigned profiting by his experience at White Bear Lake last June has joined a new social club in which he proposes to learn the intricacies of the waltz, and be prepared to accommodate the ladies of Detroit next June. As I mentioned in my last to you, I took a trip to San Antonio, Tex., to attend the B. of R. R. B. convention and I must say that the citizens of San Antonio are a hospitable people; they vied with each other in extending their favors to the boys who duly appreciate all that was done for them. It seemed as though enough could not be done for us, for all turned out in a grand procession through the streets of that quaint old city. The governor, city officers, police and fire departments, secret societies, in fact everything that was banded together turned out to do us honor. They also tendered the boys banquets, balls, excursions, etc., trying to make their visit as enjoyable as possible, and which I think they succeeded in very well. I must not forget to mention the courteous treatment received from our genial Sergeant-at-arms, Frank J. L. Fanning, who is running a passenger train into San Antonio. He did all in his power to make everything pleasant, and the remembrance of his smiling countenance will be carried to the extreme limits of this country. Success to you, Frank. I called at the office of Thos. Hume, superintendent of the I. & G. N., who is one of our worthy members, but found him absent whenever I called. On my way South, while at Albuquerque, N. M., I met a special car full of Kansas City yardmasters, returning from a hunt in Arizona. Amongst those that I had the pleasure of meeting were Judd Hohl, James Tobin, J. McDonald, and several others that I do not now remember; as for game I did not see any. I suppose they were placed in about the same position as the Denver Railroad party that went to New Mexico hunting. They had to eat what game they did kill to keep from starving. Start later in the season next time, boys. On my trip I distributed a great many of the circulars issued by our President, E. M. Carter. These and my own solicitation will bring us in quite a number of new members, six of whom have already sent in their applications, and several more will be going in soon. We have now working for the U. P. Ry. at Denver, Frank Nolan, formerly of Kansas City, and G. W. Glessner, from St. Louis. Jack Davis, who a short time ago was yardmaster of the Missouri Pacific at St. Louis, came out here and entered the employ of the D. & R. G. About a week ago while making a coupling in the yards here, his limbs were squeezed, blood poisoning set in, from the effects of which he died some days ago. His remains were taken East. J. W. Ryan, night yardmaster of the U. P., took a week's lay off, and went to Kansas City; wonder what attraction is down there. Business is booming on all the roads here; everything being double-header, our yards are all taxed to their utmost capacity, and the boys are all earning good money. With kind wishes to all, I remain,

Respectfully yours,

J. J. BRESNAHAN.

PHILADELPHIA, PA., Nov. 16, 1886.

EDITOR MONTHLY:—Notwithstanding the various appeals made to members of the Y. M. M. B. A. through circulars and otherwise in behalf of our "department" in the MONTHLY, I am sorry to say that members seem loth to take advantage of the opportunity to "spread" themselves on paper either for the edification or amusement of their fellow-members in particular, or the readers of the MONTHLY in general. Out of sixty-nine Divisions comprising a membership of some sixteen hundred, there is this month "none so poor to do it reverence." Surely out of this membership scattered as it is all over the country, enough interesting matter could be scraped together to make our department worthy of the association. I notice that the conductors' department is generally pretty full of interesting correspondence from all parts of the United States and Canada, and I know that our members are not a whit behind other railroad employes in point of intelligence. Under these circumstances I am at a loss to account for the lack of interest taken in the matter. Shall I attribute it to indifference or laziness, or both? We, the yardmasters, had better "sell out" or rent the "department," and so far as the Corresponding Secretary is concerned you are at liberty to advertise for proposals with the above object in view, and to hang a placard on the space, as one would on a vacant lot, with an index finger pointing to the conspicuous words, "For sale, or to rent." Division 37 of Philadelphia, at its last meeting, admitted three new members, making the total membership of this Division at present seventy-three. We have been organized now two years, and lost our first member by death about three weeks ago. The member referred to is Mr. Samuel F. Smith, assistant yardmaster of the Pennsylvania Railroad at Philadelphia. His death was the result of natural causes. Mr. Smith was a comparatively young man, and had been railroading for the P. R. R. Co. in various capacities for a number of years. He has been a member of Div. 37 since shortly after its organization, but had never taken an active interest in its affairs. Private advices from Secretary Sanger announces 128 new members since the beginning of the fiscal year. There has been thirteen deaths, five of which occurred previous to April 30, but were not assessed until after the beginning of the present fiscal year. Three of these deaths were paid out of the surplus funds, making the actual cost to each member for thirteen assessments \$10. Assessment 88 (the last of the thirteen) will not be issued until December.

Truly yours,

WILLIAM BAIRD, *Corresponding Secretary.*

A notice is on our desk to the effect that J. B. Howland has been appointed Yard Master in charge of the "Lower yard" of the U. P. Ry. in Omaka. Jabe is one of the York State boys that have emigrated from the hills to the plains and there are a number of MONTHLY readers that will be pleased to hear that he is "getting thar, Eli."

Inquiry is made for the following addresses: M. W. May, by the secretary of Division 32; E. C. Harrington and J. B. Downs, by the secretary of Division 22; W. H. Weeks, by the secretary of Division 24; S. W. Cooper, by the secretary of Division 81; T. W. Wampler, by the secretary of Division 121, and C. W. Johnson and J. T. Kennedy, by T. J. Corrigan of Orleans, Ind.

Bro. Herman Fonda and wife, of Albany, N. Y., are receiving the congratulations of their many friends on the arrival at their home of a beautiful daughter.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

SUNBURY, PA., Nov. 15, 1886.

EDITOR MONTHLY:—Your correspondent in Division 187 was severely reprov'd in open Division last Sunday, for not attending to his duty by giving the Order, through the columns of your valuable magazine, more information concerning our little Division. Some of our members are afraid that we will be forgotten entirely, or considered as having passed out of existence. This is not the case. We are living and prospering very nicely, although not increasing our membership very rapidly. We now have 25 members and one application to consider at our next meeting. This is not a large membership but it includes none but zealous, energetic workers, men who have at heart the interest of the Division and of the Order generally. Some weeks ago I had the pleasure of forming the acquaintance of a member of a Division numbering 150 or more members. This brother was surprised when he heard the extent of our membership, and said he did not see how we could keep up with so few. We are keeping up, however, and getting on good financial footing. We have a beneficiary clause in our By-Laws, but have not yet had occasion to pay any benefits, as our members all keep in good health.

We are anxious to get acquainted with the members of other Divisions and be able to realize more fully that we are within the circle. We gladly welcome all visiting brethren and hope that none will pass near us without giving us an opportunity to grasp them by the hand.

At our meeting last Sunday Brother Zach Moyer, a genial passenger conductor on the Shamokin Division of the N. C. R. W., presented a handsome O. R. C. pin to our worthy Brother John H. Blain, who has given the Division so much of his time and labor. Brother Moyer's extreme modesty would not permit him to make the presentation speech, so he engaged Brother Geasey to perform the ostentatious part of the ceremony. Brother Geasey was able to fill the bill and made connections clear through.

Brother George O. Sarvis, passenger conductor on the Sunbury Division of the P. R. R., is one of our ablest workers, but does not honor us with his presence at meetings half as often as we would like. We cannot get up any interesting discussion without him.

Our C. C., Brother Chas. Sarvis, attended the "Old Reliable" Convention at Baltimore last month, and says he had the honor of shaking hands with President Cleveland at Washington, to which city the delegates had an excursion.

We find it impossible to excite sufficient interest among the conductors of the Eastern Division of the P. & E. R. R., which is the most important Division centering in Sunbury, to bring us many members from that quarter. Some day these men may be able to see the advantage of belonging to an Order so well calculated to promote the interests of all men following the profession of a railway conductor. We hope, however, they will not wait to receive the light in individual cases, when it is too late.

Next month we expect to form a new subscription list for the MONTHLY, containing the names of the majority of our members. Yours in P. F., Tom.

NEW ORLEANS, LA., Nov. 10, 1886.

EDITOR MONTHLY:—As you were kind enough to publish my last communication I will try it again. Crescent Division 108 had a good meeting Sunday, and we did some important work. Bros. Porterfield and Neoline of Division No. 69, were visiting members. We always like to have the boys drop in and see us when they are in the city on meeting days, and we will always try and make them welcome. We are with Montgomery Division No. 98 in thinking that Bro. Wheaton slighted all Southern Divisions in not completing his Southern trip after he recovered from his illness at Richmond. I don't think there is any place where he could do more good right now than in New Orleans. And from what I can learn nearly every division in the South needs him. We would like to see an article in the MONTHLY headed "Southward" once, and now it seems he wants to slight us again by trying to fix up some excuse to change the place of meeting of the Grand Division next May. If we can't incorporate in the State of Illinois, I don't see why we should go to the expense of engaging a lawyer to tell us why we can't be incorporated in that State. Why not go where we can be incorporated? If there was any reasonable reason for changing the place of meeting we would not say a word, but now we say change it if you can, but let us know when it is done. More anon.

Yours in P. F.,

CRESCENT CITY.

GRAFTON, WEST VA., Sept. 13, 1886.

EDITOR MONTHLY:—Being a member of Grafton Division No. 190 O. R. C., and seeing nothing direct from our Division, I will try and give you a few items. Our Division is in a prosperous condition. We have our regular meetings every Monday at 9:30 A. M. and every second and fourth Monday evening at 7:30 P. M. Our officers are as follows: T. S. Flanagan, C. C.; M. M. Patten, A. C. C., P. Sinsel, S. C.; John Keney, J. C.; Jas. Wilson, J. S.; John Duffey, O. S.; and Bro. John Flanagan, S. and T., all first class men, and good members.

I will give you a few of the names of our superiors: Mr. C. Dunlap, our worthy superintendent; Mr. S. B. Crawford, master mechanic. Our train-runners are as follows: U. B. Williams, Chief Dispatcher.; P. Judge, R. E. Marling and our jovial, good-natured Will Woodward bringing up the rear. The above compose the dispatchers on the fourth division, and a good set of boys they are, too.

Pardon me, dear editor, but I would like to see the names of some of our conductors and their assistants in our worthy journal. I will give you a list of the fourth division conductors. First, we have Capt. Stotsberry on Nos. 3 and 4, with J. McVicar at the rear end. The names of our local conductors are: Capt. S. Riley, D. L. Dunlap, E. B. Gorsuch, Thos. Boehm. Our freight conductors are: M. Welling, P. W. Burk, C. A. Nuzum, H. Holly, Wm. Dean, M. H. Shields, John Moran, N. R. Sims, Z. C. Martin, Jas. Bevans, W. C. Hilliard, Thos. Grady, A. C. Collins, A. A. Carney and L. Dumire, and we can truthfully say that they are all good boys and know their business.

Hoping this will be of some interest to the boys, I will close. Hope you will excuse this poorly composed piece, as it is my first attempt.

I remain yours in P. F.,

CAPT. DEWIE.

OTTAWA, Oct. 19, 1886.

MR. WRIGHT: DEAR SIR:—Permit me, through you, to express my thanks to the Order of Conductors for the very prompt and kind manner in which they settled Mr. Williams' policy. It will be a great help to me, and I shall try to invest it to the best advantage. Believe me,

Yours gratefully,

MRS. WILLIAMS.

PENSACOLA, FLA., Nov. 10, 1886.

EDITOR MONTHLY:—I know you think me very remiss in my duty for not letting you hear from me before, but hope you will excuse my tardiness this time, as I have not been very well since the organization of our Division here on the 3d of last month. Pensacola Division No. 199, though in its infancy and of very small membership, is doing as well as could be expected. I think we are all members of the insurance except one, and we will bring him over at our next meeting.

At the organization of our Division we had quite a number of visiting brothers. Atlanta Division No. 180 was well represented; also Montgomery Division No. 98, and Brother Buckley from the Gulf City Division No. 178, accompanied by Mrs. B.

I think they all had a jolly good time. I am sure they did if they enjoyed their stay here as much as we did having them with us, and I hope they will not let that be their first and their last visit to Pensacola.

I will not attempt to go into the particulars of our organization and entertainment of our visiting brothers, as that has been fully given in Bro. Kidwell's letter in the November number of the MONTHLY.

Our Division is only thirteen strong, but we are a "few willing souls." We hope though in the near future to swell our number considerably, as our town is on a railroad boom just now, and maybe in a few years we will have several more roads running in here; that of course will cause a boom in the O. R. C.

One of our Brother O. R. C.'s has come to the conclusion that it takes more than two men on a train in addition to the brakeman and flagman, to run it successfully. He has secured the services of a young lady to make out his reports and do other necessary corresponding. I haven't heard what he proposes to pay this extra "man." We will wait and see. And if our brother thinks it a judicious investment some of us may follow suit, as I have no doubt some of the boys would be willing.

Several of us have just returned from a trip up the road, going a part of the way with our brother and his "extra man," who have gone to Jacksonville to attend the wedding of a relative. It is useless to wish him happiness, for we all know that is complete.

Our Secretary, Brother Cole, has just returned from a trip to Augusta, Ga., where he went to attend the organization of a Division. He enjoyed his trip very much, took a run over to Charleston to see the ruins. I think he fell in love with the boys over there; would have fallen in love with some of the girls I suppose, but I think he has as much of that at home as he can attend to.

Yours in P. F.,

R. F. JONES.

ATLANTA, GA., Nov. 10, 1886.

EDITOR MONTHLY:—On Sunday, Nov. 7, at 9:35 A. M., a special session of the Grand Division convened in Huzzar Hall for the purpose of organizing a new Division, to be known as Augusta Division No. 202, with the following special grand officers *pro tem.* present: J. H. Latimer, D. G. C. of Division 180; J. T. Johnson, D. G. A. C. C., Division 123; R. G. Detreville, D. G. S. & T., Division 180; W. H. Evans, D. G. S. C., Division 180; J. M. Adams, D. G. J. C., Division 180; C. F. Morgan, D. G. I. S., Division 180; F. W. Thompson, D. G. O. S., Division 100. The following visiting brothers were present: J. G. Garwood, Division 180; J. W. Byrd, Division 180; Y. T. Terrell, Division 180; A. J. Stalton, Division 180; E. P. Rosborough, Division 180; E. G. Galbreth, Division 123; A. V. Kendrick, Division 123; W. M. Taylor, Division 123; C. E. Cole, Division 199; J. T. Lynch, Division 35. After opening in due form, we proceeded to institute the new Division, which is composed of the following charter members: C. F. McMaster, C. B. Baston, T. S. Clarkson, S. L. Malone, J. Bell, J. Walden, R. J.

Armstrong, T. J. Moore, B. S. Galliard, W. H. Baston, E. T. Miller. The charter petition contained fourteen names, but only eleven could be present, the work being fully exemplified in Bros. C. F. McMaster, J. Walden, E. T. Miller, B. S. Galliard and J. T. Moore. An election of officers was had for the unexpired term, with the following result: C. C., C. F. McMasters; A. C. C., J. Bell; S. & T., A. A. Walden; S. C., S. L. Malone; J. C., T. S. Clarkson, I. S., W. H. Baston; O. S., R. J. Armstrong. After the election of the above officers the new Division preferred postponing the election of trustees and correspondents until after the initiations and promotions of the remaining charter members. There being no further business except the installation of the new officers, we closed for dinner, which was awaiting us at the elegant and commodious Planters' Hotel, which we must say is a model house, made so by its genial landlord. After heartily partaking of the good things and delicacies under which the tables were groaning, the members of the new Division had at the door open phaetons, ready to give us a drive over the city, which we much enjoyed. Being now 7 o'clock, the hour set for reconvening, we once more repaired to the hall, or rather Division room, and resumed business, that of installing the officers elected, which was done to the best of the ability of your humble servant, assisted by the brothers present. Permit me to return sincere thanks to one and all on this delightful occasion. The new Division was entertained and instructed by speeches from several of the brothers present. The local brethren had kindly arranged for an excursion to Charleston, S. C., in which all the brothers participated, with the exception of a few who were compelled to return home, which was very much regretted by those composing our party. On our arrival at the Union depot we found an elegant sleeper ready to convey us to the historic City by the Sea, and now famous as the city of earthquake renown, and indeed it is sufficient to cause the sympathetic tear to fall from the eye of those who had seen this once beautiful and historic city as she stood in all her ancient beauty and grandeur, now nothing but wreck and ruin meet the eye in every street throughout the city. However, with all the disaster, we were happy to find the walls of the grand old Charleston Hotel still standing, and the same genial faces in front of the register ready to receive the guest with the old Southern hospitality, which made us forget the earthquake shocks, especially when entering the spacious dining room, where we found all the good things to cheer and satisfy the appetite of the hungry. After doing full justice to the elegant breakfast, we all proceeded to ramble among the ruins left by the great shake of Aug. 31. At 3 o'clock we found an elegant steamer ready to convey us over to Sullivan's Island, for the benefit of those of our party who had never before enjoyed the pleasure of viewing the briny deep, especially the ladies, who by the way composed quite an interesting part of our party, Bros. Terrell, Adams, Detreville and Morgan having their better halves with them, and their presence added greatly to the enjoyment of the entire trip. After spending a short time on the Island, we once more embarked on the steamer and enjoyed a delightful moonlight ride over the beautiful bay, back to the city. After partaking of a bountiful supper, some of the brothers and their ladies visited the opera, others visiting friends, while the remainder repaired to the depot, where our same sleeper awaited us, and by midnight's still and holy hour we were all in the land of dreams, only to be disturbed when breakfast was announced on our arrival in Augusta, Ga. Stopping only a few minutes, we again weighed anchor and were speedily borne from the beautiful city, not, however, until after hearty handshakings, good-byes and "God bless you's," and 1 P. M. found us once more in our office surrounded by work, and nothing but the memory of the delightful and pleasant enjoyment of our mission left, which time with his ruthless hand will fail to erase from the pleasant fields of our memory. Hoping soon to be called upon for a like mission, I remain

Yours truly in P. F.,

J. H. LATIMER, D. G. C. C.

EAST NASHVILLE, TENN., Nov. 12, 1886.

EDITOR MONTHLY:—Not seeing or hearing anything through the MONTHLY from Rock City Division No. 135 in so long a time, I hope you will spare me space in your valuable journal for my few feeble remarks.

In the first place I believe Rock City Division No. 135 is the largest in membership of any Division south of the Ohio, but am sorry to have to say we are very tardy and rusty in regard to the working of the Order. We have been deprived of the assistance of two of our ablest and most earnest workers, viz., J. H. Latimer, our secretary and treasurer, and R. C. Cowardin, C. C., both being appointed passenger agent of the N & C. R. R.

Irregular attendance of the members of our Division is the cause of our being so delinquent in the working of the Order. There are some of our charter members that cannot work their way into a Division room when open and working. I being the A. C. C., the work of this Division has been resting on my hands since our C. C. left here.

I am confident that a personal letter from our G. C. C. to the members of Rock City Division would do them much good, as all the personal influence that I have in the way of persuasion is exhausted in trying to get them to attend regular and take the proper interest in our work.

Your personal letter in regard to insurance was received and read, and I must say it is just to the point. I am as you will remember, the appointed correspondent of the MONTHLY from our Division, but only wanted to let the brothers of other Divisions know that we are still in the land and among the living, and we want them all to know that the latch string always hangs on the outside should any of them chance to come this way. I remain as ever,

Yours in P. F.,

R. M. GREEN.

ALLIANCE, OHIO, Nov. 15, 1886.

EDITOR MONTHLY:—Some of the Divisions have been giving letters of recommendation to parties not members of the Order. There was a party came over the P. F. W. & C. a short time ago carrying one of these letters (I could not learn the No. of the Division that gave it), but the party victimized two brothers of Division No. 177, and two of Division No. 114; forged the name of one to get something to eat.

Please give the Divisions a word of caution through the MONTHLY.

Yours in P. F.,

R. S. KAYLER.

BOONE, IOWA, Nov. 19, 1886.

EDITOR MONTHLY:—I desire to express my sincere thanks through the columns of the MONTHLY to all the members of Division No. 34, and especially to Bro. Jerome Devers, to whose home I was taken, and also to Bros. Foote and O'Neill for their brotherly care and attention at the time of my accident, resulting in the loss of my right arm. My thanks are also due to Supt. H. G. Burt, Ass't. Supt. H. M. Hughes, and to Chief Dispatcher Riser for favors and attention.

May the Order of Railway Conductors prosper, and may every brother in time of misfortune, fall into the hands of as true a circle of Brothers as I have, and be made to feel that we are truly an organization of "Brothers."

Fraternally in P. F.,

FRED W. MOORE.

MACON, GA., Oct. 8, 1886.

EDITOR MONTHLY:—As our last MONTHLY has brought news to the writer's ears, I would like to make a suggestion. If our laws are not so that we can be incorporated, would it not be a good idea for the editor or some other correspondent to write the MONTHLY a letter giving the different laws of the several States, which would be suitable for the Order to be incorporated in. If this was done it would give all the members a chance to decide on the matter, and the delegates who attend the Nineteenth annual session could be instructed more knowingly. Brothers, if our Divisions would do a little more work and keep a little better posted as to what their members are doing, and where they are, I don't think we would have so many black sheep as some of the brothers think we have. We have a law which gives any Division jurisdiction over any member of the Order. Now if this law was carried out wouldn't it be better than publishing to the world what some of the members are doing, and thereby throwing a suspicion upon all. All of the subscribers whom I have talked with are well pleased with the stand the MONTHLY has taken in regard to the late "strikes." And the members who have been loyal to the Order have our praise. Our little Division is getting on very nicely; the members all seem to take an interest and attend very punctually, and when one does miss two or three meetings he invariably makes complaint against others who should fail to attend the meeting he does. We are laboring under some disadvantages at present, and cannot expect to grow much until the members can prove by their actions that it is the duty of every good conductor to be a member. Hoping to meet many friends at New Orleans next May,

I remain yours,
SUBSCRIBER.

ALLIANCE, OHIO, Nov. 14, 1886.

EDITOR MONTHLY:—Alliance Division No. 177 held a union meeting October 31. After the meeting was called to order Mayor Coxen of Alliance addressed a few words of welcome to us, granting us the freedom of the city. G. C. C. C. S. Wheaton replied with a few well chosen remarks, after which the meeting opened in regular form. The morning session was spent in talking on general questions pertaining to the Order. In the afternoon G. C. C. C. S. Wheaton exemplified the secret work to us in a very entertaining and instructive manner. I believe I voice the sentiments of all the brothers that were present, when I say we were highly entertained. There were eighty-six Brothers in attendance representing thirteen Divisions. We feel very grateful for their kind attendance. Hope we may meet them all again in the near future.

We join in thanking them all in helping to make our meeting a grand success. We also thank the officers of the several roads for the courtesies they extended to us.

With our kindest regards to the Journal, we are

Yours in P. F.,

R. S. KAPLER.

MILWAUKEE, WIS., Nov. 16, 1886.

EDITOR MONTHLY:—To-day was set apart for a Union meeting of Division 46 and I am more than glad to state, that it was a Union meeting worthy of mention, and said by all who were present that it was the most agreeable Union meeting that they ever attended. -

With our Grand C. Conductor in the chair, assisted by Bro. E. A. Coman, Assistant G. C. Conductor, and the presence of that old relic who carried water for the gang when a boy, at the building of the foundation of the Tower of Babel, Bro. W. S. Sears, Murford Division 26, what more could you expect than it would be a success.

The work was exemplified by Mr. Wheaton in the most impressive manner, and the

plain talk he gave them was something we shall remember and profit by I hope. Division 192 at East Saginaw was represented by their C. C. Jas. McMillan, Division No. 1 by L. H. Grover, of Chicago; Bros. Fisk and Piper, International 48, Detroit, Mich.; F. S. Braden, Baraboo Division 68, Harvard, Ill., and forty-eight of the members of 46, and with Bro. Webster, of Division 13, St. Thomas, Ont., whom I like to forget to mention, constituted the happy crowd.

Division No. 46 is still adding one by one to her membership, and one by one we are losing them by transferring them to other Divisions. I am in receipt of a communication that there will be a new Division organized at Stevens Point, on the Wisconsin Central Line in this State, and we shall be compelled to transfer more of our membership, as a division at that point will be very convenient to many that belong to 46.

The communications from Bro. Chapman and Collins in the last MONTHLY give a sensible view of the meeting of the Grand Division; it was the will of a constituted majority at the Louisville convention, that the 19th annual session should be held at New Orleans, La., and to change it, you have got to meet in New Orleans first, as our election is the first meeting in December. In Division 46 we are according to instructions from 18th annual session going to elect a delegate to represent 46 at New Orleans.

REMEMBERED.

At the wedding of Brother Jas. Laughlin and Miss Mollie Basey they were "remembered" by E. H. Belknap in a poem by that title, and afflicted by a characteristic address by Eddie B. Coman, both of which we give below. We would be glad, did space permit, to give a list of those who remembered the happy couple by tokens of their friendship, but it would take a whole page of the MONTHLY.

Brother and Mrs. Laughlin made the MONTHLY a call, but we were so unfortunate as to be absent, and thus missed grasping the hand of the genial "lord," and making the acquaintance of Mrs. Laughlin. We trust, however, that both are but deferred pleasures.

REMEMBERED.

I would that I could stand near by,
And in the evening shadows ask you why
The hopes of life seem far too bright to die.

As you stand in the soft and mellow light,
The dreams so sweet, responsive seem to say,
You have found a nobler, yes, better way,
And to-morrow will usher in the fairest day,
But this, your own glad wedding night.

I would that I could grasp thy hand,
And as a brother, kindly have command
Of words of hope and cheer, though not so grand
As some might speak to you.
Yea, even the plain and simple story tell,
As oft before in wishing thee always well,
While listening to that sweet-toned wedding bell,
When you promise to be true.

But then, the fair bride all unknown to me,
Perchance so timid, might not wish to see
A stranger, one who is always so free
To write his thoughts so plain;
Yet accept one wish, that He who rules above
Will keep you steadfast in that perfect love,
Life fair as the song so sweet, "O Fond, Fair Dove,"
Through the sunshine and the rain.

You will see that the track is safe day by day,
That the switches all right as they come in your way,
Look out round the curves, for here possibly may

Be a "tie" broken, oft has there been;
Lest your feet slide from under, sweep off the snow,
Or a blockade may come, quite often, you know,
All the links and the guides may each brighter grow,
Along the journey of Mollie and Jim.

Both please accept one wish so kind,
That in the new path you will ever find
More faithful friends than those left behind,
So many who will wish you well;
One word has oft broken a heart, you know,
One sentence oft worse than a cruel blow,
Ah, to-night, a few words, and away you go
From Mollie B. to Mollie L.

My best wishes attend you, my brother and friend,
On account of their cheapness, I am able to send
A whole volume, but remember you can always depend,

As you look the long list over we'll,
None will think more often of thee and of thine,
Yes, hope that your lives, like the fair summer time,
All encircled with flowers, at love's beautiful shrine,
Then remember your good Brother Bell.

R. H. B.

MR. AND MRS. LAUGHLIN, LADIES AND GENTLEMEN:

It is the desire of the railroad friends of the groom that I shall say something on this occasion. I am indeed pleased to enjoy the privilege of being present at this wedding, and I am sure I voice the sentiments, not only of those present, but the large number of absent friends, when I say I sincerely hope all the blessings of God will rest upon you. We generally create some talk and not a little excitement at three stages of our lives. As we have all survived the first stage of our birth, and as I do not know the record of those present as well as my own, and as I have no desire to listen to the tales of my youth, even when told by myself, we will set aside the first, and take up the second stage in life—matrimony; and here we are assembled to witness the marriage of our friends. They have just entered upon the second stage in life, and consequently are targets for the usual amount of gossip and talk, but contrary to the usual custom I will do my talking now and in the presence of the newly married folks, and then forever hold my peace.

First let me say to the parents of the bride, while you have given away your daughter, you have received into your household a son, capable in every respect of performing the duties of a husband, for one, who at his age, continues to act the dutiful and affectionate son to his aged parents, will always be found enacting the role of a model husband. Now, aside from the moral and social responsibilities connected with this wedding, there is a business future I desire to call your attention to. I am pleased to note the far reaching policy of the Wabash system in absorbing another good feeder, and this time by the train master of this division. I am surprised at your mirth. Do you look on this as a Laughlin matter? I hope the bride will always find it so. Let her pay due respect to her train master; always get her orders O. K.'d when she goes out, then she need not fear a collision when she comes in, and the wrecking car can be left on some other division, for judging of the groom's ability as a railroad man and train master, I feel confident he will make a schedule for his bride through life that will be so arranged that she will find happiness and contentment at all stations.

I desire to say to the bride that you have a card of rules that you can use, should the conduct of your husband be of such a character that it is necessary to use them. For instance, should you husband come home late at night or be behind time, you can switch him—onto the side track, using the wood shed as a round house, and there let him remain all night, and I believe there is not a railroad man present who will not bear me out in the statement when I say one night of such a layout and you will ever after find him at home on time and in good order. This treatment applied vigorously at the beginning will make a good ending and save a great number of tracers and a large amount of detail work.

I cannot refrain from addressing a few words to the groom. You, sir, in a railroad sense, have added another car to your train through life—a ladies' car, and I sincerely hope should you through the vicissitudes of life find yourself at the foot of the steep grade of adversity, may this helpmate that you have taken here to night be found at your side, urging you to take a "run for the hill," and by her aid, counsel and example, we know you will ascend the grade of adversity, reach the top to prosperity, where all will be bright, prosperous and happy.

We hope you will never have cause to cull in the commission to readjust the agreement entered into here to-night in the presence of this company. For my own part I would like "scalping" any one who would dare to say you are "cutting the rates." It is our earnest prayer that you will until the end maintain the rates and agreements established by the reverend gentlemen who so feelingly united you in wedlock.

Let each enjoy his or her own "arbitrary," the other always paying the "deferential;" then you will do away with the "high" and "low joints" through life, and thus will your trip through this world be on a smooth, pleasant road. No delay of expectations, no derailment of fond, cherished hopes, no collision of opinions; and when you have reached the third and last stage in life—the end—it is the earnest wish of all your friends that when you have reached the last station on your earthly schedule, may each of you be blessed with the serene consciousness of looking back on a life well spent—no wrecks to mark the end—no regrets for the past—no doubts or fears for the future—but, surrounded by your dearest friends, and with the consolation of the Christian religion, may your last days on earth be the happiest ones of your lives.

MUTUAL AID AND BENEFIT CONVENTION.

The delegates to the Twelfth Annual Convention of the M. A. & B. A. met at the Sherman House in this city Wednesday, November 17, pursuant to the call of the president and were called to order by the vice-president Sandy, in the absence of the president, Bro. John W. Mallory, who was unavoidably detained, and after prayer the annual address was presented by Bro. W. S. Sears, as follows:

SUCCESS.

Difficulties dissolve before a cheerful spirit,
Like snowdrifts before the sun.

Success is never an accident. In whatever department of effort it is achieved, it is always the result of a definite purpose. The thousand failures which are made all around us show very forcibly that more than splendid dreaming is necessary to success in any cause. Men come not to the result of wealth, learning or fame in the world by the mere caprice of fortune. The man who desires wealth, if he would have that desire culminate in success, must intelligently plan and earnestly work for it. He who aspires after the palm of learning is but the merest visionary, unless he is animated by a longing for its acquisition that will brook no defeat in the execution of his deliberate purpose; and only he may hope to have his name entered upon the roll of distinction, who feels a consciousness that the end is to be reached through the means necessary thereto, and who is therefore intelligently and determinedly resolved on success. Energy, directed by a plan to a given object, must succeed. The proverb, "By perseverance we accomplish all things," has its striking illustration in every department of life. We must live in the realm of mind, if we expect to succeed. It fits its possessor for the greatest possible sacrifice. With a cultured mind, man knows himself and feels within himself an abiding consciousness of right and wrong.

The heart endowed with this inestimable treasure must often beat to the measure of sadness, and the mind lighted by this divine fire must too often bend to the burden of woe, or sorrow-stricken, have borne the burden of disappointment and the griefs of wasted fortunes. To break the spell of our gloom, genius awakes to create a world of its own. For a time it may roam in the regions of fancy, and revel in the delights of imagination. Sometimes guided and governed by the diviner portion of their nature, they soar away into the loftiest realms of thought, and like the lark, breathe out their sweetest music at the very portals of heaven. But alas! the meaner impulses of humanity soon turn them back to earth. Thus with a strange inconsistency of character, the gifted oftentimes turn from their ennobling visions and pursuits, to fix every thought and every hope upon some frail and fleeting treasure. But it is well, perhaps, that sensitive minds have the folble of clinging too fondly to earthly blessings, and mourning too deeply over their loss, for many a noble mind would else slumber on, unconscious of its power, and many a heart beat to its latest day ignorant of the inestimable jewel it enshrines. Adversity is the ordeal which tests the intrinsic qualities of the mind, and renders all its shining properties more brilliant and pure. Genius, which sometimes sleeps, forgetful of its high destinies, is ever awakened by the touch of sorrow and guided by the same power to the performance of noble and glorious tasks.

To fittingly discharge all the duties of life and accomplish the task in a manner which will crown our efforts with success, it behooves us first of all to study refinement. That tender and unselfish regard that is felt for the well being and happiness of others, is the only real foundation of true refinement of feeling, and will always prompt frank, noble and generous action. He whose wishes and desires are bounded by the narrow limits of self-gratification, destroys the finest sensibilities of his nature, and renders him unfit for the pure and ennobling practices which flow almost spontaneously from minds of refined cultivation. Some are more delicately formed and seem naturally to possess a rich soil wherein the soft and endearing affections readily take root and germinate. Such, when moulded by genial influences of cultivated minds, exhibit in their outward demeanor much of the beautiful harmony which has been inspired and nourished by the higher order of education. Having been taught lessons of forbearance, meekness and gentleness, they are prepared to enter into the feelings of others with an unobtrusive

delicacy, sharing in their joys and sympathizing in their sorrows, and obey the divine injunction to bear one another's burdens.

Fashionable culture alone may produce an outside polish befitting a ballroom or theater, but which is sadly deficient in the family group, that dearest of all associations. Who has not seen the blighting effects of that system which, while it educates physically, neglects to cultivate the affections of children to home and all its enderments, and estranges the affections of the family group. But let the moral and social education of home life soften the mind, and refinement of feeling will flow out as refreshing and fertilizing as showers on thirsty land. Well would it be for society generally if they fully appreciated the value of cultivating this noble science. It possesses a beauty that will not fade in life's autumn, but will blush amid its gathered treasures as something to cheer the winter of age, and will continue to bloom in perennial freshness through endless ages to come.

Among the many graces which it is our duty to cultivate to insure success in life, is music. How forcibly the adage comes to us as we contemplate the subject, "Music hath charms to soothe." There is music in the golden clouds of a sunset sky as they are reflected in the lake's clear mirror. The mind floats in hearing the sounds of tinkling waters, the quiet chirp of weary birds, and the busy hum of life from the distance. The spirit of the past waves her hand, and there come before us forms and faces of the "long ago," not as when they flitted gaily, but as one of the home circle gliding to the piano and beginning a plaintive air. As the beautiful music advances, heavenly beings seem to fan us with their wings and beckon us to the golden shore, where a host in white robes are "harping with their harps." The beautiful vision vanishes as the sounds die away. We stand within a lofty cathedral, listening to the voice of many singers and the grand accompaniment of a deep-toned organ. They chant softly an anthem. Now there is upon us an exquisite sensation of great joy. There seems for us no more care, no more grief; the melody has charmed them all away. Lulled to perfect repose, we want rest forever. Uncalled, the tears are fast coming, for of such bliss there must be an overflow. Hark! they strike a triumphant chorus. Now indeed the soul rests not in serene repose; she rises steadily and strangely, and is borne far above the earthly. Higher and still higher she ascends, regarding nothing in her flight, impelled onward by a wondrous power. Glad of our being, and thrilled with ecstasy, we praise Him before whom our souls bend in adoration. The music ceases; a remembrance of joy unutterable is upon us, and mingling with the hushed crowd, we almost believe a chalice of nectar has been presented to our lips, and again we bless God for music.

It is not music alone, or the enchantments of music, that can supply needs necessary to our success in life. We love to listen to the plaintive sounds of sweet music, and as the echo returns to us upon the breeze, we involuntarily find ourselves looking back through the centuries upon the ceaseless march of time, and the innumerable throng as they with their instruments, keeping step to the music of the spheres, leaving as trophies of his strength many a moldering pile reared long ago by the pride and ambition of man. The past imparts to us many sad and instructive lessons.

From the first era in the history of earthly greatness, through the long interval of ages, we encounter only the graves of heroes and the ashes of thrones which must have had their origin in sources higher than human inventions. How else could they have survived the whelming wave of the centuries that have rolled above them, to tell of their former existence? Empires and people have risen, flourished, and passed away. Dispensations have come and gone; a thousand sects have risen to power and influence, and disappeared; cities and palaces and temples have been reared in all the splendor of architectural grandeur that wealth could command and skill execute.

Where now is Tadmor of the Wilderness, the once proud Palmyra? Its splendid ruins are to-day the wonder of the world. Where is Baalbec, and Heliopolis, the City of

the Sun, with its temples, mosques and gorgeous palaces, once the pride of Syria and the haughty rival of Egypt? It is great to-day only in its marvelous ruins. From the fallen and crushed columns of the Coliseum to the mammoth bulls of Masul, Nineveh and Babylon, the entire East is strewn with the buried and wasting monuments of former greatness, where once moved kings and conquerors in their pride and glory, followed by glittering, triumphant processions, shouting pæans of victory to their prowess in war. Yet amid all these changes, each succeeding ruin adds a fresh knell to the sad cadence of departed glory.

We reach the present, and stand upon the threshold of the future. How eloquently it speaks of that day, but little distant, when we shall have glided into the past, our names forgotten, and perchance our happy country pointed out as an example of departed grandeur. Is it not meet that we should sometimes be aroused from life's absorbing pursuits, from its dreams of glory and renown, to consider the insecurity of our title either to personal or national greatness? The fate of generations long passed away may seem of little moment to us aside from the lessons they teach of our own mortality and weakness. We sympathize with the people of happy and prosperous countries, because they have that independence so dear to American hearts. So loved Rome her liberty in "that elder day when to be a Roman was greater than to be a king," and in her arts, institutions and military achievements she reveals the greatness of the Roman character. All had their joys, hopes, fears and aspirations. There was the tie of blood and friendship, blighted hope and heroic love. The marriage peal was welcomed with rejoicings, and the solemn death knell echoed by the sighs and groans of broken hearts. There, too, was beauty and chivalry, courting alike earth's fame and adulations. But those brave hearts that quailed not in the fiercest battle, those beautiful forms celebrated in the poet's song, for centuries have been in ashes.

Travelers in Eastern Asia inform us that they sometimes behold vast towers yet evincing the skill and refinement of their designers, but to discover their names were as fruitless as to seek their footprints in the desert sand.

In every effort of man to success in life he is surrounded by difficulties in every imaginable form. Turn which way you may, and there are barriers in the way. The shuttle of human action flies back and forth in the loom of life, and ambition, self-interest, love and pride, the long threads of man's nature, are bound together by the crossing threads of promise while the fabric of society is woven out. All transactions, not alone the debit and credit system, depend upon good faith. As it is destroyed, earth becomes a desert, man a wanderer; as it is established in uprightness, civilization is advanced, the wilderness smiles, and the desert blossoms. Emerging warily from the covering of opposite thickets, savage meets savage suspiciously; they smoke the pipe of peace, and then watchfully retire to don the war paint and sharpen the scalping knife. For this breach of trust the wigwam is their heritage, the dog's life their doom.

In the halls of legislation or in the marts of trade man sincerely grasps the hand of man, and great enterprises go forward and States are established. It is the reward of truth.

If, then, in proportion as promises are kept, society is advanced, how far from the highest attainments are we? How long will it be before the kid will consent to make his bed with the leopard? How long before the sword and spear shall be used to prune—man believing his fellow man when they say there shall be no peace?

We teach our children that we are possessed of a high civilization. We call ourselves enlightened; we have no word in our language for a position above us; and yet, we do not keep our promise. Not only in the counting-room are pledges slighted; on velvet sofas, fashion and etiquette laugh at the simplicity of truth, while they welcome with their choicest smiles deceit, if it comes successful. Promises the most sacred that combined human nature to human nature, are regarded as slight affairs which a day or a week may revoke.

But the foundation of pure sympathy that has been choked, the cold looks that have been stereotyped on the faces of men tell the effects of flirting on the community.

The sunshine of many a life has become gloom forever by passing through the stained glass of insincerity and the thoughtless has to answer for many of the sins of this unfeeling world.

In whatever occupation we may engage for success in life, the first great lesson to be taught, "and learned," is truth. Man is interested in nothing more than truth; it is in every sense a matter of vast importance to him. In the high career of his destiny not a single step can be taken without it. Without it he seeks in vain to know himself; and just in proportion to his want of self-knowledge is his life a failure. Related to society as he is, and the positive duties growing out of his relations, truth is a necessity to him.

He is utterly nothing; yea, worse than nothing in the social compact, without its intelligent direction to his course of action, since his ignorance of truth puts him in the way of all its progress and happiness.

But truth is not only a necessity, it is also an element of happiness. Every specie of truth has an ennobling influence upon the mind and is, therefore, a source of human enjoyment. Truth in philosophy, or science, or government, or mechanism, when discovered, furnishes the mind a reason; as in the case of the triumphant mathematician for joyfully exclaiming "Eureka," I have found it.

The acquisition of truth of any description, brings with it necessarily an enjoyment correspondent with its value. If then, it is in the nature of all truth to promote human happiness by elevating and ennobling the mind, the highest style of truth must be an essential element of human happiness. This it does by reconstructing the moral nature and by infusing into it the element of purity and goodness.

Truth is also an element of power. Knowledge is power, but the basis of such knowledge is truth.

Truth is a power above every specie of argument or reason, since it fills an important niche in every department of human duty and destiny.

As a man, the proficient in learning, science, history, government or mechanism, wields a large measure of power in his several positions in life, like Newton, Hutton, Franklin, Jefferson, Fulton and last, but not least, Geo. Stephenson, are all examples of this. Truth is also a bulwark of defence to any character.

Its real majestic and moral grandeur are never so well seen as when they are exhibited by its progress, or in the hour of conflict and trial.

Luther, amid the ill advised entreaties of his friends, resolved to attend the Diet at Worms, "though there should be as many devils as tiles on the roof," presents a spectacle of moral sublimity such as the annals of martial history never recorded.

A tower of strength has every man who has the consciousness that truth is on his side. He feels the utter powerlessness of all human efforts permanently to wrong a right course, and under the force of that sublime consciousness he is invincible under any array of adverse circumstances, and as truth is the touchstone of human destiny, let truth be your guide, your counselor and friend, and you will find her ways the ways of pleasantness, and all her flowery paths are paths of peace.

The convention concluded its labors Thursday evening, after electing Bro. John R. Sandy president, Bro. W. S. Sears first vice-president, and Bro. E. B. Coman second vice-president, C. P. Huntington, Secretary and Treasurer.

Board of Directors: C. A. Loomis, E. A. Sadd, James Curran, J. H. Snider, I. R. Wheldon, J. L. Hinman, W. M. Knight. The convention then adjourned to meet at Chicago, Ill., at such a time in October or November next as the President may direct.

RAILWAY CONDUCTORS' MONTHLY.

CONDUCTORS' TRIBUTE.

To the Memory of the late Herbert M. Hoxie, General Manager of the Missouri Pacific Railway.

At a special meeting of Queen City Division No. 60, Order of Railway Conductors, held at their hall, the following resolutions were adopted unanimously:

WHEREAS, It has pleased the All-Wise Ruler of the Universe to remove by death from the cares and responsibilities of this life Mr. H. M. Hoxie, first vice-president and general manager of the Missouri Pacific system of railways, therefore be it

Resolved, That the Order of Railway Conductors has lost a friend who has always appreciated the loyalty of our organization; one who was always ready and willing to listen to our appeals for justice, and one whom we always considered a friend in the truest sense.

Resolved, That to his grief-stricken family we extend condolence and heartfelt sympathy in this their hour of sorrow.

Resolved, That we wish to ever cherish his memory sacred as a faithful friend and sympathizer.

Resolved, That a copy of these resolutions be sent to his grief-stricken family, and that they be given to the press for publication; also that they appear on the minutes of our meetings and be published in the CONDUCTORS' MONTHLY.

L. B. HALL,

J. W. McCONNELL,

O. E. PARSONS,

Committee.

MOBERLY, MO., Nov. 22, 1886.

EDITOR MONTHLY:—At a regular meeting held in their hall Sunday, Nov. 21, 1886, the following resolutions were adopted:

Resolved, That the members of Moberly Div. No. 49 tender a vote of thanks to Bros. Devers and Foote, also to all members of Div. No. 34, for the manner in which they cared for Bro. Fred Moore, of Moberly Div. No. 49, since his misfortune in losing right arm.

Resolved, That a copy of the above be published in the CONDUCTORS' MONTHLY.

JOHN H. PIERCE, *Sec.*

AURORA, ILL., Nov. 22, 1886.

W. P. Daniels, G. S. and T.:

DEAR SIR AND BRO.:—We are reliably informed that one A. Roberts, a suspended member of this Division, (suspended for non-payment of dues July 19, 1885), is soliciting and receiving favors, representing himself as a member in good standing. Please warn all brothers to be on the look out for him in December circular.

Yours in P. F.,

A. D. ROSETTER, *Secretary No. 96.*

MENTIONS.

—“Jack” Ruben assisted the “Mutual Aid and Benefit” with his voice and vote at the late convention.

—Mr. T. R. Gabel has been appointed Acting General Superintendent of the A. & P. Ry., with headquarters at Albuquerque.

—F. A. Barker and E. E. Perry, of Division 157, called on their way to the Pacific coast where they go to spend their vacation.

—Bro. Lewis D. Fay, of Division 8, has been appointed Superintendent of the Lackawanna & Pittsburg Ry., and has the congratulations of hosts of friends.

—Bro. Charles Hanna, of Division 43, was lately relieved from his position on the N. Y. C. & H. R., but on investigation was reinstated and is punching tickets as usual.

—Scheske & Babcock, manufacturers and dealers in fine cigars, 1934 South Broadway, St. Louis, Mo., is the information conveyed to us by a card just received, and that is where we shall go to get credit for cigars when we are in St. Louis. J. M. Babcock of Division 78, is one of the firm.

—Notice of assessments Nos. 71, 72 and 73 were issued December 1. Members whose certificates are dated on or before September 8, 1886, are assessed, and if there are any who do not receive the notice, please notify the Grand Secretary at once.

—Mr. J. F. Barnard, formerly General Manager of the H. & St. J. Ry., is now President of the O. & M. The retirement of Mr. Peabody will be regretted by many.

—Members who complain that the G. C. C. “slights” their Divisions by not visiting them should consider the difficulties and at least learn all the circumstances before publicly censuring.

—The writer has to thank Division 68 for an extremely pleasant evening on the occasion of their late ball. The boys at Harvard know how to make a success of anything they undertake.

—Bro. Win. Kilpatrick has been appointed a member of the Executive committee of the American Train Dispatchers’ Association, to fill vacancy caused by the resignation Bro. W. I. Allen.

—It is reported that Mr. Jno. N. Abbott, of the “Erie,” has resigned position as Gen. Passenger Agent of that line, to accept the commissionership of the Southwestern Passenger Association.

—We sincerely regret to learn that Bro. A. C. Hamlet, of Div. 188, has had a long siege of sickness, but are pleased to chronicle the fact that he has so far recovered as to take his “run” again.

—Among the changes of late, we note that Bro. Geo. H. Frost has gone into the grocery business at Albuquerque, N. M., and Bro. L. German is the proprietor of a first class livery stable in Kansas City.

—FRONT!—John W. Unkefer has finally got “to the front” in earnest, and taken unto himself a “better half.” We were unable to learn any of the particulars, but John will tell every one all about it at New Orleans.

—Divisions 87, 101, 102 and 147 have our thanks for kindly remembrance in the shape of complimentary invitations to their annual balls which occur Dec. 24, Nov. 25, and Jan. 20, respectively; Nos. 101 and 102 occur on the same evening and we shall attend both.

—We were very agreeably surprised by a visit from Mrs. T. S. Richardson, wife of our good brother of "wooden shoe" fame. Mrs. Richardson is visiting friends at Jacksonville, Ill. She says the celebrated shoes occupy a prominent place on the mantel.

—A Division secretary orders a Division card in haste and says "he is going to take a trip with a new wife and was too modest to request the introduction sooner." That is the reason that we anticipate a call from Mr. and Mrs. Otie Fiqures in the near future.

—The Matthews-Northrup Official Railway Guide for November is on our table and it is well worthy the attention of any who have occasion to travel in the territory covered by it. Send one dollar to the publisher, 42 Exchange Street, Buffalo, N. Y., and investigate its merits for one year.

—We learn with much regret of the continued illness of Mrs. Grover, wife of our good brother L. H., otherwise known as "Mohawk," and that there is but little prospect of ultimate recovery. Thousands of friends will heartily join us in the hope that Mrs. Grover's family may be rejoiced by an unexpected recovery.

—Among the Mutual Aid and Benefit delegates who favored us with a call were P. J. Collins of 178, L. D. Austin of 74, W. F. Lewis and W. M. Wheeler of 3, C. E. Baughman of 70, H. A. Neil of 13, L. L. Hailey of 175, T. W. Alexander and A. D. Maxon of 58, and numerous others who we hope will make it convenient to come again.

—Our readers are requested to note the ad. of Miss M. S. Herman in this issue: Samples of cards are sent free on application, and the Order receives a percentage on all cards ordered from Miss Herman. Several new designs are among the samples submitted to us, and some of them are unique and tasty. When writing, refer to the MONTHLY.

—Among the accidents of the month we are compelled to advise numerous friends of each and the members generally that Bro. Wm. Graft, of Div. 14, was run over by his train, losing a portion of his left foot and seriously injuring him otherwise. Bro. Fred. W. Moore, of Div. 49, while attempting to pass over a car loaded with telegraph poles, fell and had his right arm so badly crushed as to necessitate amputation. Bro. Ed. Manning, of Div. 21, employed on the M. K. & T., was knocked from his train by a bridge, and so severely injured that his recovery is doubtful. He is being carefully cared for by members of the Order at Sedalia where he is.

—Mr. and Mrs. John W. Surles were reminded by their friends that on Nov. 1 they had completed a quarter of a century in the matrimonial harness. Among numerous other presents, we note a silver tea set and spoons from John's old associates, the C., B. & Q. conductors, accompanied by the following letter:

CRESTON, IOWA, October 31, 1886.

Mr. and Mrs. J. W. Surles:

DEAR FRIENDS:—With this we hand you a few tokens of our personal esteem for you. In your matrimonial journey through life you have now reached the silver mile post No. 25. It is the earnest wish of your friends that as you descend the down grade, you will enjoy a safe and happy journey, and that you will overtake and have the company of as many friends as have journeyed with you up to the silver mile post.

When in the future your memories revert to the past and you call up one by one the faces of the friends who now surround you, sometimes think of those who here subscribe themselves.

Sincerely yours,

Henry S. Storrs,

C. H. Titus,

J. H. Duggan,

R. L. Hill, and all Cond'rs between Burlington and Council Bluffs.

Ed. Butcher,

W. J. Jamison,

A. Potter,

Bro. Surles writes that life will not be long enough for them to express their gratitude to their friends for the kindly remembrance.

In Memoriam.

"TO OUR GRAVES WE WALK,
IN THE THICK FOOTPRINTS OF DEPARTED MEN."

Cranston.—On Saturday, Nov. 13, from injuries received by accident, Bro. Jas. Cranston of Division No. 6. Bro. Cranston was in charge of a construction train on the C. B. & N. Ry., and was unloading a train load of gravel with a plow; the plow got caught and in taking "slack" to start it, the cable struck him, throwing him off the train and injuring him so severely that he died in one hour without becoming conscious. His remains were taken to Battle Creek, Mich., by a committee from Division No. 6.

Doyle.—At Marion, Ind., Friday, Nov. 5, Mrs. Doyle, wife of Bro. R. W. Doyle of Britton Division, No. 138. Mrs. Doyle was a loving, Christian woman, beloved by all who knew her, and a particular friend of the class to which her husband belonged, the conductors.

Hughes.—On Friday, Oct. 30, Edward Hughes, a conductor on the Franklin Division of the Lake Shore, was killed while in the discharge of his duty, leaving a wife and small children to mourn his loss. Ashtabula Division No. 73, extend their heartfelt sympathy to the bereaved ones.

Henenhofer.—October 7, at San Antonio, Texas, Bro. John S. Henenhofer, of brain fever. Bro. Henenhofer was the Senior Conductor of Division No. 76, and a worthy and consistent member of the Order, and in his loss, the Division loses one whose place it will be difficult to fill. The Division adopted resolutions of respect, and ordered the charter draped in mourning.

Hamilton.—Bro. T. D. Hamilton of Emporia Division No. 11, was killed at Homer, Ill., by falling under the train while attempting to pull a pin between the engine and train in order to make a running switch. Bro. Hamilton leaves a wife and two children to mourn his untimely end. The Division adopted resolutions of respect and regret.

Staughton.—For the first time in our history, the angel of death has invaded our ranks and robbed Cincinnati Division No. 107, of one of its brightest members. Bro. James Staughton of this Division, for many years a faithful employe of the O. & M. Ry., died at his home after a short illness, Sunday, Sept. 26, and in his death Division No. 107 has lost one of its best members, and the O. & M. Ry., a faithful and trustworthy employe, who in the strict performance of his duty displayed those qualities of courage and disinterestedness which are the highest traits of genuine manhood. Bro. Staughton in his last moments in meeting the final dread summons, displayed courage not unexpected in him by those who knew him well, and the memory of which will be cherished as well as regret for his untimely death long after his form has moldered into dust. The Division extend the deepest sympathy to the bereaved family.

Thomas.—Darcy, youngest child and only daughter of Bro. Jerome B. Thomas and wife, died at Calmar, aged 14 months. A special train provided by the C. M. & St. P. Ry., of which Bro. Thomas is an employe, conveyed the remains to Marion, Iowa, for interment.

"A light in the window for thee."

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

Grand Chief Conductor.—CALVIN S. WHEATON, Chicago, Ill.
Assistant Grand Chief Conductor.—EDMUND COMAN, 905 W. 13th St., Kansas City, Mo.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Chicago, Ill.
Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, 916 Western Ave., Minneapolis, Minn.
Grand Inside Sentinel.—CHAS. W. EVARTS, Box 290, Meadville, Pa.
Grand Outside Sentinel.—JAMES H. HALL, 72 Brockton Road, Parkdale, Ontario.

EXECUTIVE COMMITTEE.

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.
 HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.
 ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.
 WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.
 W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-mav, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:30 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stent's hall, over 198 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., M. F. Compton, 2336 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., R. S. McMurray, 11. box 274; Sec. and Treas. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.
- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. N. D. Austin, Williams House. Sec., N. E. Retallick, 167 S. Jefferson st. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 184 Travis st.; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 15:00, Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 53, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., Jas. B. Engle; Sec. and Treas., C. F. Skidmore, lock box 1175. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa.; Sec., M. B. Schoonover, Dunmore, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Marian, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R. y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brock-ton Road, Parkdale, Ont. Meets 1st and 3d Sun-day in each month, Odd Fellows hall, cor. Queen and Cameron sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Kreefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Oreston Div. No. 21, Oreston, Ia.** C. C., C. A. Starshfield, box 244; Sec., Geo. M. Loughridge, lock box 1326. Meets 1st and 3d Sundays of each month at 14:30, in K. of P. hall, No. Pine street, Creston, Iowa.
- Mason City Div. No. 22, Sanborn, Ia.** C. C., S. W. Derrick, Mason City, Ia.; Sec., H. L. George, lock box 278, Sanborn, Iowa. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall, corner of Commercial and Fifth sts.

- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Geo. M. Mudgett; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 10 a. m., News Item hall, Main st.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., C. Rollo, box 374; Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, Watertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon, Carthage, N. Y. Meets 1st and 3d Sunday in each month.
- Morford Div. No. 26, Toledo, O.** C. C., M. A. Loop, Jonesville, Mich.; Sec., E. W. Furrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arum Div. No. 27, Hamilton, Ont.** C. C. Jno. McKay, 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., John H. Town, lock box 622; Sec., L. T. Smith, box 326, Cameron, Mo. Meets 2d and 3d Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Ottawa, Ont.** C. C., A. Chapman; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Oak Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, 211 Washington ave., North Springfield, Mo.; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C., B. & Q., R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Jno. Decker; Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia.** C. C., F. R. Corlies; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ-ling; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., G. R. Hammond; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., L. German, box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Philadelphia, N. J.** C. C., L. P. Titus, Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. dep. building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., O. O. Winter; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets 2d Sunday in each month at 10:00, and 4th Sunday at 14:00, in A. O. U. W. hall, cor. E. and Locust streets.
- Hannibal Div. No. 39, Hannibal, Mo.** C. O., F. A. Henshaw, 618 Hill st.; Sec., W. H. DeWitt, 311 N. 4th st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn.** C. C., John Gilboy, 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 104 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 515 43d st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4347 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., D. N. Lepper, box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., S. A. Rathburn, 268 22d st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Wm. Webster, 43 Munsell st., Binghamton, N. Y.; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., J. H. Dower, 384 Cass st.; Sec., A. L. Vannaman, 516 Grand ave. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., M. F. Hawkins, care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., James Anderson, box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Sundays at 14:00, in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo.** C. C., Samuel Paul, 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 10 Russ st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas.** C. C., B. F. Carpenter, Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., E. Gerst, 54 Ball st.; Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas.** C. C., A. B. Garrettson, box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, 21 I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y.** C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Appar, box 233, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th st.; Sec., Judd Hohl, room 9, Union depot. Meets 2d and 4th Sundays in each month at 2 p. m., Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., Chas. Markell, West Albany, N. Y.; Sec., J. C. Sheldon, D. & H. C. Depot, Albany, N. Y. Meets 1st and 3d Mondays, at 14:30, in Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, 248 S. Rusk st.; Sec., J. W. Husel, box 248. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3:30 p. m.

Valley City Div. No. 53, Cedar Rapids, Iowa. C. C., C. A. Millard; Sec., C. S. Weston, 316 W. 5th st. Meets 1st and 3d Sundays in each month, 14:30, room 13, Post Office block.

Alamo Div. No. 59, Texarkana, Ark. C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.

Queen City Div. No. 60, Sedalia, Mo. C. C., M. V. Burnap, 712 E. 3d st.; Sec., O. E. Parsons, 710 East 4th. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.

La Crosse Div. No. 61, La Crosse, Wis. C. C., Jerry Mullen, box 313, Portage, Wis.; Sec., Geo. J. Johnson, box 232. Meets every Sunday in each month at 2:30 p. m., Koop's hall.

Leffett Div. No. 62, Bucyrus, Ohio. C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.

Thurber Div. No. 63, North McGregor, Iowa. C. C., Geo. H. Cross; Sec., J. J. Eagan. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.

Erie Div. No. 64, Erie, Penn. C. C., J. L. Rice, 714 East 14th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.

Banana Div. No. 65, Nickerson, Kan. C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 258. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.

Griffin Div. No. 66, Keokuk, Iowa. C. C., J. R. Roberts, 1212 Blondeau st.; Sec., M. B. Howard, 218 South 5th st. Meets 1st and 3d Sundays in each month, at 2 p. m.

Johnson Div. No. 67, Dubuque, Iowa. C. C., Chas. N. Jackson, 157 1/2 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.

Baraboo Div. No. 68, Harvard, Ill. C. C., Thos. McCoy; Sec., A. F. Harrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.

El Paso Div. No. 69, El Paso, Texas. C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.

Montesuma Div. No. 70, Las Vegas, N. M. C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. ave.

Wheaton Div. No. 71, Little Falls, N. Y. C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.

Greer Div. No. 72, Fargo, Dakota. C. C., T. R. Sloan, box 1760. Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.

Ashtabula Div. No. 73, Ashtabula, O. C. C. Robert Bycraft, box 531; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

Henwood Div. No. 74, Decatur, Ill. C. C., E. J. Layman; Sec. and Treas., Chas. A. Ball, 712 N. Main st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.

Red River Valley Div. No. 75, Crookston, Minn. C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.

San Antonio Div. No. 76, San Antonio, Texas. C. C., E. S. Hefferman, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.

Palestine Div. No. 77, Palestine, Texas. C. C., S. E. Carnahan, International hotel; S. & T., Geo. T. Galloway, acting. Meets every Sunday at 2:30 p. m., in K. of P. Hall.

Robinson Div. No. 78, Savanna, Ill. C. C., H. F. Fox; Sec., E. B. Carr, 133 LaSalle st., Chicago, Ill. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.

Peoria Div. No. 79, Peoria, Ill. C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.

West Farnham Div. No. 80, Newport, Vt. C. C., J. S. Hardy; Sec., J. P. Whitney, Newport, Vt. Meets 1st Thursday of each month in Masonic hall.

Friendship Div. No. 81, Beardstown, Ill. C. C., C. C. Park; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.

Durbin Div. No. 82, Madison, Wis. C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.

Galesburg Div. No. 83, Galesburg, Ill. C. C., S. C. Ayres, 131 S. Cedar st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.

Perry Div. No. 84, Perry, Iowa. C. C., Robert Templeton, Box 33; Sec., Wm. H. Shroyer, Box 311. Meets 2d and 4th Sundays in each month at 11 a. m.

Astec Div. No. 85, Winslow, Arizona Ter'y. C. C., C. H. Richardson; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.

Delta Div. No. 86, Escanaba, Mich. C. C., Wm. Manley; Sec., J. W. Staiger, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."

Bloomington Div. No. 87, Bloomington, Ill. C. C., S. T. Powles, 814 W. Washington st.; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.

Defries Div. No. 88, Riviere, Du Loupe, P. Q. C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.

Monon Div. No. 89, Louisville, Ky. C. C., L. L. Ludwick, 1418 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.

Waseca Div. No. 90, Waseca, Minn. C. C., Harry Priest, Turtle Lake, Wis.; Sec., J. Mahoney, box 304, Winona, Minn. Meets every Sunday.

Mount Hood Div. No. 91, Portland, Oregon. C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.

Terre Haute Div. No. 92, Terre Haute, Ind. C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday at 1:30, and 3d Sunday of each month at 9:30, cor. 7th and Main sts.

Fort Dodge Div. No. 93, Fort Dodge, Iowa. C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.

Altoona Div. No. 94, Altoona, Wis. C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs, Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.

- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 11/2; Sec., C. D. Rosetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., A. J. Johnston; Sec., Chas. Wimsett, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry.; Sec. and Treas., D. D. Curran. Meets 1st and 3d Saturdays in each month at 2:00.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., E. H. Fargo; Sec., Fred. Camp. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., J. H. McClintock, box 211; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 334; Sec. and Treas., G. T. Walker, box 268. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Chas. E. Cross, Harper House; Sec. and Treas., D. C. Seaver, lock box 434. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, 20 Clinton st.; Sec. and Treas., J. H. Rumbaugh, 23 1/2 Pine st. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 35 1/2 Dryades st.; Sec. and Treas., C. M. Salmon, 38 1/2 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Wagley; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., O. S. Putnam; Sec. and Treas., B. G. Warthen, box 1318. Meets 1st Monday in each month at 19:30 at 512 San Fernando st.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 267. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meets at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- B. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Bishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Brush st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th s. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave, south; Sec. and Treas., L. S. Hough, lock box 44. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Janville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., Ed. Erickson, 70 Charles st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 537; Sec. and Treas., W. N. Cooley. Meets 1st and 3d Sundays of each month at 12 m. in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., T. S. Richardson, 224 Federal st. Meets every alternate Sunday at 2 p. m., commencing March 1st, at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga.** C. C., J. T. Johnson, 123 Orangest; S. & T. R. R. Reid, 60 Pine st. Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahsatch Div. No. 124, Ogden, Utah.** C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 705. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., James Webb, Box 127, Sec. and Treas., A. H. Cutter. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1446 N. 20th st. Meets 1st Sunday at 10 a. m., and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C., Thos. Summerion; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.

RAILWAY CONDUCTORS' MONTHLY.

- Little Rock Div. No. 181, Little Rock, Ark.** C. C., W. H. Churchill, 916 W. Markham st.; Sec. and Treas., Jabes Kito, 311 North Ringo st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 182, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., C. H. Bunberry. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 183, Bowling Green, Ky.** C. C., C. Petty; Sec., J. L. Ives. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 184, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., L. S. Nye, box 84, acting. Meets 2d and 4th Thursdays of each month at 20:00, in K. of P. hall.
- Rock City Div. No. 185, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 253; Sec. and Treas., S. C. Paine, 570 S. Cherry st. Meets 2d and 4th Monday in each month, at 9 a. m., Lewis Hall, Cor. Sumner and Church sts.
- Ashton Div. No. 186, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 187, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 188, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 189, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 215. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., E. Bray, acting, box 57. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming.** C. C., W. A. Jameson, box 434; Sec. and Treas., Daniel Nottage. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1034 5th st.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, Cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., Jas. Berry; Sec. and Treas., Robert McDowell. Meets 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in C. Oslen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Fritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira C. Sherry Div. No. 147, Easton, Pa.** C. C., Thomas Callahan, 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, care J. H. Peebles; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., John M. Evans, 14 Broadway; Sec. and Treas., C. T. King, 2 Gen-see st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn Div. No. 153, Mauch Chunk, Pa.** C. C., Wilson Marsden; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, 3 Lawrence Block. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.** C. C., Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass.** C. C., W. R. Mooney, care B. & L. Ry.; Sec. and Treas., C. F. Hummond, 'Old Colony Ry.' Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico, C.** C., J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan.** C. C., C. F. Brown, Council Grove, Kas.; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162, C. C., W. A. Bingham, 13 North 36th st.; Sec. A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.**
- Oil City Div. No. 163, Oil City, Pa.** C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, New Ark, Ohio.** C. C. Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 69 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.

- Moses Taylor Div. No. 168, Hoboken, N. J. C. C., A. G. Tunison, Washington, N. J.;** Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C., S. Johnston, 316 4th st.;** Sec. and Treas., G. B. Morris, 617 Harrison ave., Harrison, N. J. Meets at Roche's Hall, 1st and 3d Sunday each month at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C., E. G. Blaisdell, W. J. Ry depot;** Sec. and Treas., J. P. Ancker, P. R. Ry depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C., T. G. Ross, West Troy, N. Y.;** Sec. and Treas., W. W. Conaughy, 121 Ten Broeck st., Albany, N. Y. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona, Pa. C. C., W. A. McCurdy, 1004 7th ave.;** Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173 Long Pine, Neb. C. C., Geo. W. Dwinell;** Sec. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri C. C., P. Fowler;** Sec. and Treas., P. Short, box 631 Springfield, Mo. Meets 1st and 3d Sundays each month at 7:30 p. m.
- Memphis Div. No. 175, Memphis, Tenn. C. C., T. P. Billingslea, 60 Johnson ave.;** Sec. and Treas., E. B. Long, Fulton, Ky. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C., Robert Richardson;** Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C., R. A. McCrae, 236 Junietta st.;** Allegheny City, Pa.;
- Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala. C. C., W. H. Scholes, 9 S. Lawrence st.;** Sec. and Treas., T. E. Buckley, care of M. & O. Ry. Meets 2d and 4th Thursday in each month, in B. of L. E. hall.
- Topeka Div. No. 179, Topeka, Kansas. C. C., William Beales, box 351;** Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C., J. H. Latimer, box 305;** Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts, at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O. C. C., Jno. Kopp, lock box 1191;** Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C., J. McKain, 126 Courtland st.;** Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C., S. M. Taylor, Grafton, W. Va., box 71;** Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.
- Blue Ridge Div. No. 184, Charlottesville, Va. C. C., W. T. Wright;** Sec. and Treas., F. L. Shaw. Meets 1st and 3d Monday of each month at 2 p. m., in Mechanics' hall, cor. Main and Union sts.
- Selma Div. No. 185, Selma, Ala. C. C., W. H. English;** Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. No. 186, Birmingham, Ala. C. C., J. T. Alexander, box 592;** Sec. and Treas., Walter Moore, of Ga. Pac. Ry.
- Sunbury Div. No. 187, Sunbury, Penn. C. C., Chas. Sarvis;** Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo. C. C., T. J. Preston, Box 271;** Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- Frontier Div. No. 189, Point Edward, Ont. C. C., A. Johns, G. T. Ry.;** Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.
- Grafton Div. No. 190, Grafton, W. Va. C. C., Thos. S. Flannigan;** Sec. and Treas., Jno. Flannigan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana. C. C., W. S. Becker;** Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich. C. C., Jas. McMillan, 230 Huron st., Toledo, O.;** S. & T., L. T. Chubbuck, F. & P. M. Depot. Meets 1st Sunday afternoon of each month.
- Lake Erie Div. No. 193, Loraine, Ohio. C. C., M. J. Courtwright;** Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo. C. C., W. H. Crandall;** Sec., J. W. Wayland. Meets 1st and 3d Sunday in each month at 19:30, in Hartman & Tooley's hall.
- Sierra Nevada Div. 195, Sacramento, Cal. C. C., J. F. Calderwood;** Sec., J. E. Shortridge, 712 10th st.
- St. Johns Div. No. 196, Jacksonville, Fla. C. C., G. T. Maughs;** Sec., E. Marsh, care of F. R. & N. Ry. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.
- Brainerd Div. No. 197, Brainerd, Minn. C. C., A. P. Spaulding;** Sec., W. H. Cummings, box 1658.
- Holyoke Div. No. 198, Holyoke, Mass. C. C., A. T. Smith, Williamsburg, Mass.;** Sec., A. A. Beales, 291 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 14:00.
- Pensacola Div. No. 199, Pensacola, Fla. C. C., T. F. Kidwell, box 734;** Sec. and Treas., C. E. Cole, box 734. Meets 1st and 3d Sundays in each month, at 20:30 in Odd Fellows' Hall.
- Bradford Div. No. 200, Bradford, Pa. C. C., E. H. Nash;** Sec. and Treas., W. T. Bogart. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
- New Haven Div. No. 201, New Haven, Conn. C. C., H. S. Beers, 133 Howard ave.;** Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 13:00 in Room 13, Insurance Building, Chapel st.
- Augusta Div. No. 202, Augusta, Ga. C. C., C. F. McMasters;** Sec., A. A. Walden.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

President.—E. M. CARTER, Wilmington, Del.
First Vice-President.—J. J. BRESNAHAN, Denver, Col.
Second Vice-President.—THOS. E. GRESHAM, Atlanta, Ga.
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EXECUTIVE COMMITTEE.

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 A. J. HITT, Minneapolis, Minn.
 S. F. RANDALL, Louisville, Ky.

Indianapolis Div. No. 1, Indianapolis, Ind. Jos. Averill, Pres.; Hugh S. Curley, Sec. Meets 1st Saturday night in the month.

Buffalo Div. No. 2, Buffalo, N. Y. Melvin Ehle, Pres.; Jas. M. Barrett, Sec.

St. Louis Div. No. 3, St. Louis, Mo. Chas. J. Wendling, Pres.; Jos. B. Nitchman, Sec.

Cleveland Div. No. 4, Cleveland, O. Alex. Bruce, Pres.; D. M. Alvord, Sec. Meets first Wednesday night in the month.

Cincinnati Div. No. 5, Cincinnati, O. Robert F. Marshall, Pres.; Albert Snell, Sec.

Leavenworth Div. No. 6, Leavenworth, Kansas. James Howard, Pres.; Henry Parsons, Sec.

Louisville Div. No. 7, Louisville, Ky. S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

Denver Div. No. 8, Denver, Col. Harry Buckhorn, Pres.; J. J. Bresnahan, Sec. Meets 1st and 3d Saturdays in each month in Division Room, Union Depot.

Rome Div. No. 9, Rome, N. Y. William Cooper, Pres.; H. S. Graves, Sec.

Terre Haute Div. No. 10, Terre Haute, Ind. Jno. B. Walsh, Pres.; Chas. R. McCray, Sec. Meets 1st Sunday in each month at 3 p. m.

East St. Louis Div. No. 11, East St. Louis, Mo. Geo. W. Glessner, Pres.; John T. Metier, Sec. Meets 1st and 3d Wednesdays.

Union Div. No. 12, Detroit, Mich. George J. Beat, Pres.; Win. Blow, Sec.

Concord Div. No. 13, Concord, N. H.

Kansas City Div. No. 14, Kansas City, Mo. H. R. Bailey, Pres.; R. M. Dillon, Sec.

Chicago Div. No. 15, Chicago, Ill. Jos. W. Creed, Pres.; Henry R. Hopkins, Sec. Meets 1st Saturday night in each month.

Lone Star Div. No. 16, Houston, Tex. T. Shaughnessy, Pres.; George T. Carson, Sec.

Capital City Div. No. 17, Des Moines, Iowa. Robt. W. Shackelford, Pres.; M. J. Scanlon, Sec.

Toledo Div. No. 18, Toledo, O. W. C. Raymer, Pres.; Sec. Chas. Fox. Meets 1st Sunday in each month at 3:30 p. m., at Penna Depot.

Milwaukee Div. No. 19, Milwaukee, Wis. Orville Zebber, Pres.; H. S. Teall, Sec.

Minneapolis Div. No. 20, Minneapolis, Minn. A. J. Hitt, Pres.; Harry Staples, Sec. Meets on the 1st Sunday in each month.

Itaska Div. No. 21, St. Paul, Minn. John McGuire, Pres.; Geo. L. Weaver, Sec.

Point Lookout Div. No. 22, Chattanooga, Tenn. R. B. Stegall, Pres.; C. J. Harrington, Sec.

Pittsburg Div. No. 23, Pittsburg, Pa. Robt. Morrow, Pres.; John F. Bannon, Sec. Meets 3d Sunday in each month.

New Orleans Div. No. 24, New Orleans, La.

LaCrosse Div. No. 25, LaCrosse, Wis. C., Geo. J. Johnson, Pres.; Jos. Lutiger, Sec.

Omaha Div. No. 26, Omaha, Neb.

Manchester Div. No. 27, Manchester, N. H. E. T. Sherburn, Pres.; C. G. Hastings, Sec.

Evansville Div. No. 28, Evansville, Ind. Jas. Boleman, Pres.; Chas. C. Roiser, Sec.

Monumental Div. No. 29, Baltimore, Md. T. W. Coughie, Pres.; Alex. H. Millar, Jr., Sec. Meets 2d Sunday in each month in Van der Horst's hall.

Lake Div. No. 30, Town of Lake, Ill. W. C. Hurley, Pres.; W. D. Fitch, Sec., 354 Loomis St.

Joliet Div. No. 31, Joliet, Ill. Patrick Lowery, Pres.; John J. Foster, Sec.

St. Albans Div. No. 32, St. Albans, Vt. D. H. Plaisted, Pres.; James Finn, Sec.

Salamanca Div. No. 33, Salamanca, N. Y. O. H. Wheeler, Pres.; J. W. Mulcay, Sec.

Rafferty Div. No. 34, Winnipeg, Man.

Denison Div. No. 35, Denison, Texas. John C. McCullough, Pres.; Geo. W. Bartholomew, Sec.

Ogden Div. No. 36, Ogden, Utah. Geo. McIntosh, Pres.; D. A. Budge, Sec.

Philadelphia Div. No. 37, Philadelphia, Penn. E. M. Carter, Pres.; B. F. Donecker, Sec. Meets 3d Sunday in each month, in Donaldson's hall, cor. Broad and Filbert st.

Burlington Div. No. 38, Burlington, Ia. J. H. McPartland, Pres.; Ira O. Wright, Sec.

Green Island Div. No. 39, Green Island, N. Y. Egbert Daw, Pres.; Wm. E. Palmer, Sec.

Echo Div. No. 40, Echo City, Utah. Wm. H. Fay, Pres.; J. H. Rhina, Sec.

Derry Div. No. 41, Derry, Pa. Manassa Sweeney, Pres.; Daniel Williams, Sec.

Michigan City Div. No. 42, Michigan City, Ind. Andrew Montague, Pres.; W. T. Carter, Sec.

Salida Div. No. 43, Salida, Col. M. Killeen, Pres.; John Galvin, Sec.

Jersey City Div. No. 44, Jersey City, N. J. Jno. Gordon, Pres.; Thos. S. Mitchell, Sec.

Massachusetts Div. No. 45, Boston, Mass. Joseph T. Morse, Pres.; Orrin S. Tarr, Sec.

Albany Div. No. 46, Albany, N. Y. Isaac N. Cooley, Pres.; Chas. B. Dillon, Sec.

Atchison Div. No. 47, Atchison, Kan. Elmer T. Hyde, Pres.; Morrill Drake, Sec.

Decatur Div. No. 48, Decatur, Ill. John W. Rohan, Pres.; D. E. Baldwin, Sec.

Gate City Div. No. 49, Atlanta, Ga. C. W. Mangum, Pres.; E. S. Fairbanks, Sec. Meets 2d Sunday each month at 14:30 in Ry. Y. M. C. A. rooms.

Nashville Div. No. 50, Nashville, Tenn. John R. Hanley, Pres.; C. S. Evans, Sec.

Three States Div. No. 51, Cairo, Ill. Wm. P. Coulter, Pres.; Geo. A. Hilburn, Sec.

Connellsville Div. No. 52, Connellsville, Pa. W. H. Thomas, Pres.; A. L. Davies, Sec.

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The following are a few of the surnames (among the 50,000) of persons entitled to money and property:

| | | | | | | | | |
|-------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|
| Abbot | Booth | Curtis | Gallagher | Hore | Keen | Mathews | Porter | Shepherd |
| Abbott | Boyd | | Gale | Hood | Keenan | Matthews | Potter | Sheppard |
| Abrahams | Bradley | Dalton | Galloway | Hooper | Keene | Michael | Potts | Short |
| Ackerman | Brewer | Daly | Gardner | Hope | Keith | Middleton | Powell | Simpson |
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| Adams | Brown | Davenport | Geary | Hopper | Kelley | Mills | Pratt | Spencer |
| Ainsworth | Bryan | Davidson | Gibb | Horton | Kellogg | Morgan | Price | Spooner |
| Aitkin | Burns | Dawson | Gibson | Howard | Knox | Myers | Prince | Sullivan |
| Alexander | Byrne | Day | Gilbert | Hubbard | Kelly | | Prior | |
| Allan | | Dempster | Gilchrist | Hubert | Kelso | Nash | Pritchard | Talbot |
| Allen | Callaghan | Denison | Gillespie | Hucks | Kendall | Naughton | | Tanner |
| Ambrose | Callan | Dennis | Gillet | Hudson | Kendrick | Naylor | Quade | Taylor |
| Anderson | Cameron | Dickinson | Gilmore | Huggins | Kennedy | Norris | Queen | Taylor |
| Andrew | Campbell | Dillon | Goodwin | Hughes | Kirk | | Needham | Quick |
| Andrews | Cannon | Dix | Goodyear | Hulme | | | Nelson | Quinn |
| Angell | Carey | Dixon | Gordon | Hume | Lacy | | Newell | Quinn |
| Anson | Carleton | Dodd | Gorman | Humphrey | Lamb | | Newman | Quirk |
| Anthony | Carlton | Dodge | Goss | Humphries | Lambert | | Newton | |
| Appleton | Carpenter | Doherty | Gould | Hunt | Lane | | Nolan | Randall |
| Archer | Carr | Dolan | Grubb | Hunter | Langley | | Norton | Ransom |
| Armstrong | Carroll | Donaldson | Gwynne | Hurst | Lanigan | | Nicholls | Rose |
| Arnold | Carter | Donnelly | | | Latchford | | Nichols | Raynor |
| Austin | Carey | Donahoe | Hale | Lans | Lawler | | Nicholson | Read |
| | Casey | Donovan | Hall | Larson | Lawrence | | Nugent | Reade |
| Bacon | Cavanagh | Doley | Halliday | Ibbotson | Lawson | | | Reed |
| Bailey | Chalmers | Dougherty | Halloran | Idle | Lawton | O'Brien | Rees | Valentine |
| Bainbridge | Chamberlain | Douglas | Hamilton | Ikin | Laxton | O'Connell | Reeve | Vance |
| Baird | Chambers | Dowling | Hammond | Illingworth | Layton | O'Connor | Reeves | Varley |
| Baker | Chandler | Doyle | Hancock | Imerson | Leclerc | O'Donnell | Ro-s | Vaughan |
| Baldwin | Chapman | Drummond | Harding | Impleton | Ledger | Oliver | Ryan | Vernon |
| Ball | Charlton | Duncan | Harman | Imroy | Lee | Orr | Reid | |
| Ballard | Chester | | Harrington | Ince | Leggett | Owen | Reilly | Walcott |
| Balls | Christie | Easton | Harper | Ingersoll | Little | O'Dwyer | Reynolds | Walker |
| Baird | Church | Edwards | Harris | Ives | Long | O'Gorman | Rhodes | Wall |
| Baker | Churchill | Egan | Harrison | | Lovell | O'Grady | Rice | Wallace |
| Baldwin | Clark | Eldridge | Hart | Jackson | Lucas | O'Hara | Richards | Walsh |
| Ranks | Clarkson | Elliott | Harvey | James | | Osborn | Richardson | Walter |
| Bannister | Clay | Ellis | Hastings | Jameson | McCarthy | Owens | Rowe | Winter |
| Barber | Clayton | Ely | Hawkins | Jay | Macdonald | O'Keefe | Ray | Woodward |
| Barclay | Cleary | Emmerson | Hayes | Jefferies | McDonald | O'Leary | Riley | Walters |
| Barford | Clinton | Ennis | Hayward | Jeffery | McDowell | O'Neil | Ritchie | Walton |
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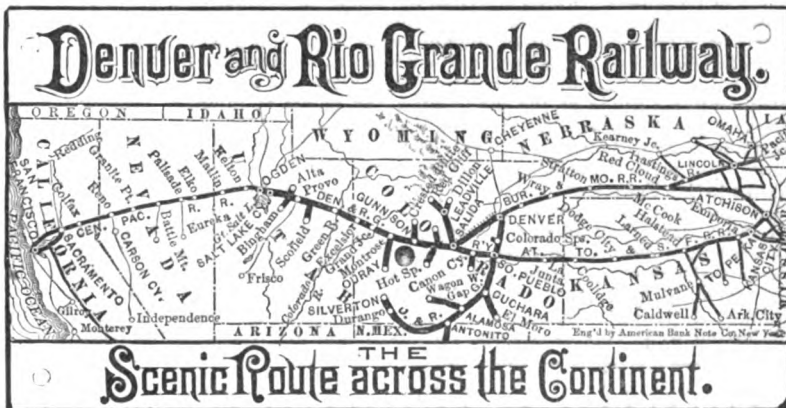
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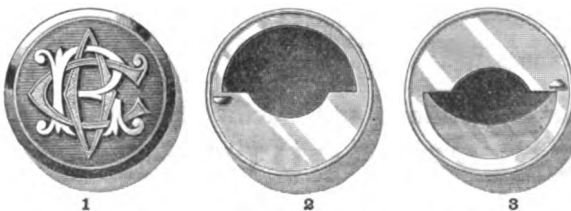


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AND ALL POINTS

West, Northwest & Southwest

Free Reclining Chair Cars

IN EACH DIRECTION.

Tickets via I. D. & S. R'y for sale by all Agents of connecting lines. Baggage checked through to destination. For further information, call on or address,

H. A. CHERRIER, Ticket Agt.,
114 S. Illinois St., Indianapolis.
JNO. S. LAZARUS, Gen'l Pass. Agt.



WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and Southwest.

The Great Rock Island Route

Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air-brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

The Famous Albert Lea Route

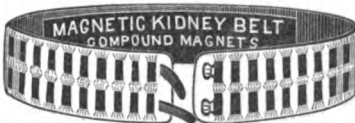
Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of Interior Dakota.

Still another DIRECT LINE, via Seneca and Kan-kakee, has been opened between Cincinnati, Indianapolis and Lafayette, and Council Bluffs, Kansas City, Minneapolis and St. Paul and intermediate points.

For detailed information see Maps and Folders, obtainable, as well as tickets, at all principal Ticket Offices in the United States and Canada; or by addressing

R. R. CABLE, E. ST. JOHN,
Pres't & Gen'l M'gr, Gen'l T'kt & Pass. Ag't,
CHICAGO.

**TEN DAYS FREE TRIAL BEFORE
PURCHASING.**



Cures all Diseases of Nervous Origin. \$5.00. 3.000
References. Treatise on Health, two cent stamp.
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CHICAGO & ALTON
R.R.

Palace Dining Cars
Palace Reclining Chair Cars
Pullman Palace Sleeping Cars

NO CHANGE OF CARS OF ANY CLASS BETWEEN
CHICAGO & KANSAS CITY
CHICAGO & ST. LOUIS
AND
ST. LOUIS & KANSAS CITY.

THE
MOST DIRECT
AND
POPULAR LINE
TO
ST. LOUIS
AND
Kansas City.

No Change of Cars (CHICAGO & KANSAS CITY,
OF ANY CLASS CHICAGO & ST. LOUIS,
BETWEEN AND
ST. LOUIS & KANSAS CITY.
Union Depots in CHICAGO, EAST ST. LOUIS,
ST. LOUIS AND KANSAS CITY.

NO OTHER LINE RUNS

PALACE DINING CARS

between CHICAGO and KANSAS CITY, CHICAGO and ST. LOUIS, and ST. LOUIS and KANSAS CITY. Meals equal to those served in any First-Class Hotel, only 75 cents. The finest

PALACE RECLINING CHAIR CARS

in the World are run in all Through Trains, day and night, without change, and FREE OF EXTRA CHARGE. This is the only line running a sufficient number of these Cars in all its Through Trains to accommodate all its patrons.

PULLMAN PALACE SLEEPING CARS

the finest, best and safest in use anywhere. The best and quickest route from CHICAGO to MEMPHIS, MOBILE, NEW ORLEANS, and all points SOUTH via ST. LOUIS.

THE SHORT LINE TO AND FROM
Missouri, Arkansas, Texas, Kansas, Colorado,
New Mexico, Mexico, Arizona, Nebraska,
Wyoming Territory, Montana Territory,
Idaho Territory, Utah Territory, Nevada, California, Oregon, Washington Territory, etc.

The GREAT EXCURSION ROUTE between the NORTH and SOUTH, and to and from Kansas Lands and Colorado, New Mexico and California Health Resorts and the Mining Districts of the West and Southwest.
See that your Tickets read via "CHICAGO & ALTON RAILROAD."

For Maps, Time Tables, and all information, address

JAMES CHARLTON,
General Passenger and Ticket Agent.

GEO. J. CHARLTON,

Assistant General Passenger and Ticket Agent,
210 Dearborn Street, Corner Adams Street, CHICAGO, ILL.

J. C. McMULLIN, Vice-President.

C. H. CHAPPELL, General Manager.



No. 4 Iron Block.

INDIANAPOLIS, IND.

Only Association devoted exclusively to Accidental Insurance among Pass. and Freight Conductors.

No Assessments. Payments cannot exceed \$25.00 per year. You know the outside cost. Each class pays its own risk. Every member being an agent, is the cause of the rapid growth of our Association. The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list:

CUT THIS OUT.

APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y,

Dear Sir— Please find inclosed my application. On receipt of my policy and membership card will forward first payment of \$6.25.

1. My name in full is
2. Age.....
3. Address.....
County.....
4. State whether you have a through or accommodation run.
.....
5. Give name of railroad.
.....
6. If extra conductor, state so.
.....
7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to
Name in full

Residence.....
Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.
.....
9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?
.....

DECLARATION.

I.....
Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.
Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$12.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$88.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$64.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$46.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash, L., B. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and payments may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

Don't delay; Accidents will happen.

CLASS A.

Passenger Conductors and ex-Passenger Conductors, whose risk is not more hazardous than Passenger Conductors. **\$25.00 Weekly Indemnity. \$5,000 Death Indemnity.**

Actual cost only \$25.00 per year; payable in four payments of \$6.25 each.

CLASS B.

Freight Conductors' indemnity \$15 weekly for thirty weeks, \$500 death indemnity, actual cost \$30 yearly, payable in four payments of \$7.50 each; or, \$10 weekly indemnity, and \$1,000 death indemnity, cost \$30 yearly, payable in four payments of \$7.50 each.

BY ALL ODDS

—THE—

**Best Equipped Railroad
in the World.**

Chicago & Northwestern Railway

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to and from California and Colorado. It also operates the best route and short line between

Chicago, St. Paul and Minneapolis.

Milwaukee, Lacrosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatonna, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Ia., Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the many points of superiority enjoyed by the patrons of this road are its *Day Coaches*, which are the finest that human art and ingenuity can create. Its *Palatial Sleeping Cars*, which are models of comfort and elegance; its *Palace Drawing-Room Cars*, which are unsurpassed by any; and its widely celebrated *Northwestern Dining Cars*, the like of which are not run by any other road. In short, it is asserted that *it is the best equipped road in the world.*

All points of interest north, northwest and west of Chicago, business centers, summer resorts and noted hunting and fishing grounds, are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over 400 passenger conductors caring for its millions of patrons. Ask your nearest agent for tickets via this route, and **Take None Other.** All the leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by poorly equipped roads.

For maps, descriptive circulars, summer resort papers, or information not obtainable at your local office, write to the **General Passenger Agent C. & N. W. Railway, Chicago, Illinois.**

*For Comfort, Safety and Scenery,
Choose in Traveling East
or West the*

CENTRAL **Vermont Railroad**

Which forms in Connection with the **GRAND TRUNK** Railway the Old and Favorite New England Route to and from all Points West.

The Rolling Stock and Equipment of the

Central Vermont Railroad

Is second to no road in this country. It is the only line running

Pullman Sleeping Cars

**Between Chicago and Boston
Without Change.**

During the summer, Excursion Tickets are sold over this line at Greatly Reduced Rates. For sale at all Stations and responsible Ticket Offices East and West.

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J. W. HOBART, Gen'l Supt.

S. W. CUMMINGS, Gen'l Pass. Agt.

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Beautiful Designs, of illuminated and embossed, gilt bevel edge cards, finest in the world. Give directions for printing plainly, such as name, address, road, division of order, etc. Send \$2.00 for Sample pack assorted designs. Samples free.

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WANTED. IN EVERY STATE and Territory, Good Men to represent our Association, and act as correspondent to the "DETECTIVE." Write for sample copy of paper and membership instructions.

No Charge or Assessment for Membership.

THE DETECTIVE, Cedar Rapids, Iowa.

CAIRO, VINCENNES AND CHICAGO LINE. C. V. & C. ROUTE

IS THE ONLY LINE RUNNING ITS OWN TRAINS SOLID BETWEEN

Cairo, Vincennes and Danville,

AND IS THE SHORT LINE BETWEEN

All Points East, North, South and Southwest.

This is the only line running the New Style Woodruff Combination Sleeping and Reclining Chair Cars between Cairo and Chicago without charge.

PULLMAN PALACE COACHES ARE RUN BETWEEN CAIRO AND INDIANAPOLIS VIA VINCENNES AND I. & V. RY. WITHOUT CHARGE.

SAMUEL P. WHEELER,
General Manager.

J. J. FLETCHER,
Gen'l Passenger Agt.

FOR SPEED, SAFETY AND COMFORT

—TAKE THE—

ERIE RAILWAY

On which travel is made an

ABSOLUTE LUXURY,

By elegance of its equipment and its perfect road bed.

FOUR EXPRESS TRAINS DAILY EACH WAY.

Elegant Pullman Coaches!

W. H. HURLBURT, Gen'l West'n Pass.
Ag't, 77 South Clark St., Chicago, Ill.

JNO. N. ABBOTT,
Gen'l Pass. Agent, New York.

LEHIGH VALLEY RAILWAY.

DOUBLE TRACK! STEEL RAILS!

3 EXPRESS TRAINS DAILY 3

—FROM—

Buffalo and Suspension Bridge to New York and Philadelphia.

AND ALL POINTS EAST! PULLMAN'S PALACE CARS RUN ON ALL EXPRESS TRAINS!

H. STANLEY GOOWIN,
General Superintendent.

E. B. BYINGTON,
General Passenger Agent.

Through Cars to DETROIT, TOLEDO, ST. LOUIS and CHICAGO.

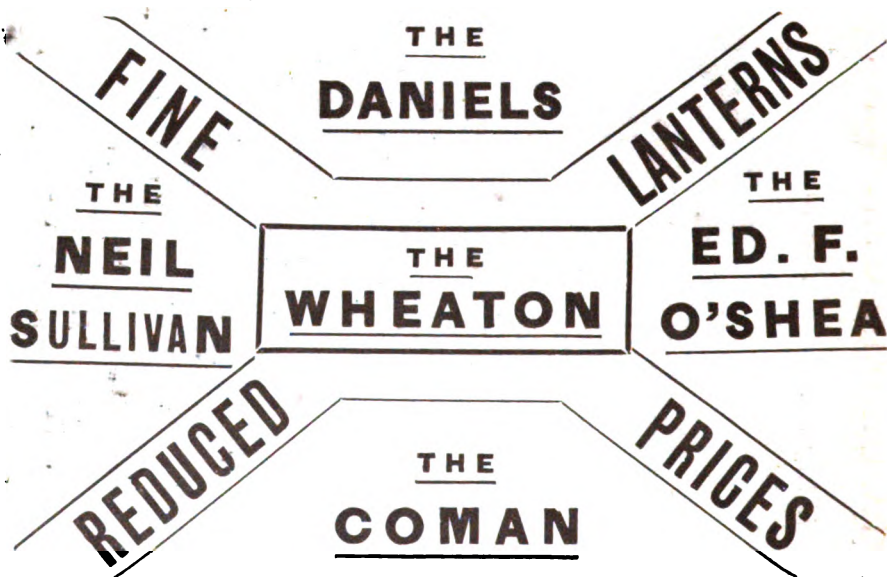
*The only line from Buffalo to the West having Dining cars attached to
all through Express Trains.*



Remember that all Passenger Trains of the Michigan Central now cross the steel double track Cantilever Bridge in full view of Niagara Falls and stop at Falls View Station, within a hundred yards of Horse Shoe Falls, for Passengers to enjoy the finest view of the Grand Cataract obtainable from any point.

W. R. BUSENBARK, Eastern Passenger Agent.

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ONE NAME, ONE LINE, ENGRAVED FREE.

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Goods sent anywhere C. O. D. Orders for Lanterns with Engraved Globes, must be accompanied by TWO DOLLARS each, balance sent C. O. D.

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